



# CITY OF NEWARK PLANNING COMMISSION

37101 Newark Boulevard, Newark, California 94560-3796 □ 510/578-4330 □ FAX 510/578-4265

City Administration Building  
7:30 p.m.  
City Council Chambers

## **AGENDA**      Tuesday, August 26, 2014

### **A. ROLL CALL**

### **B. MINUTES**

**B.1 Approval of Minutes of the regular Planning Commission meeting of Tuesday, August 12, 2014. (MOTION)**

### **C. WRITTEN COMMUNICATIONS**

**D. ORAL COMMUNICATIONS (Anyone wishing to address the Commission on any planning item not on the Agenda may take the podium and state his/her name and address clearly for the recorder.)**

### **E. PUBLIC HEARINGS**

**E.1 Hearing to consider: (1) Adopting a resolution recommending City Council approval of a General Plan Amendment (GP-14-21) to change the land use designation from S-I (Special Industrial) to P-I (Public and Institutional); and (2) adopting a resolution approving P-14-23, a planned unit development and U-14-24, a conditional use permit, for a private school (Stratford School) to be located at 39201 Cherry Street (APNs: 901-110-68 & 69). This project also includes temporary modular school rooms and offices for the 2014/15 school year – from Assistant City Manager Grindall. (RESOLUTIONS-2)**

### **F. STAFF REPORTS**

**F.1 ASR-14-35, an Architectural and Site Plan Review for a 75 unit senior housing project (Gateway at Newark) located on Willow Street (within the Dumbarton Transit Oriented Development) – from Assistant City Manager Grindall. (RESOLUTION)**

### **G. COMMISSION MATTERS**

**G.1 Report on City Council actions.**

### **H. ADJOURNMENT**

Pursuant to Government Code 54957.5: Supplemental materials distributed less than 72 hours before this meeting, to a majority of the Planning Commission, will be made available for public inspection at this meeting and at the Planning Division Counter located at 37101 Newark Boulevard, 1st Floor, during normal business hours. Materials prepared by City staff and distributed during the meeting are available for public inspection at the meeting or after the meeting if prepared by some other person. Documents related to closed session items or are exempt from disclosure will not be made available for public inspection.

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# CITY OF NEWARK PLANNING COMMISSION

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City Administration Building  
7:30 p.m.  
City Council Chambers

## MINUTES

Tuesday, August 12, 2014

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### A. ROLL CALL

At 7:30 p.m., Chairperson Nillo called the meeting to order. All Planning Commissioners were present.

### B. MINUTES

#### B.1 Approval of Minutes of the regular Planning Commission meeting of Tuesday, July 22, 2014.

Vice-Chairperson Hannon moved, seconded by Commissioner Bridges, to approve the Minutes of July 22, 2014. The motion passed 6 AYES, 1 ABSTENTIONS (Drews).

### C. WRITTEN COMMUNICATIONS

None.

### D. ORAL COMMUNICATIONS

None.

### E. PUBLIC HEARINGS

None.

### F. STAFF REPORTS

#### F.1 Report on follow-up to Hearing on revoking Conditional Use Permit (U-84-14) for E-Z 8 Motel.

Assistant City Manager Grindall gave the staff report.

Commissioner Bridges asked if there was any updated information about Crime at the EZ-8 Motel. ACM Grindall reported that there was no new information available.

Commissioner Fitts suggested that if the operator is successful in addressing problems at the Motel, the owner should consider changing the name to their other brand "Premier Inn."

## **G. COMMISSION MATTERS**

### **G.1 Report on City Council actions.**

None.

ACM Grindall informed the Planning Commission of the Housing Element Meeting to be Held September 3<sup>rd</sup>.

### **Commissioners' Comments**

Chairperson Nillo commented on the passing of actor Robin Williams.

## **H. ADJOURNMENT**

At 7:47 p.m., Chairperson Nillo adjourned the regular Planning Commission meeting of Tuesday, August 12, 2014.

Respectfully submitted,

  
TERRENCE GRINDALL  
Secretary



- E.1 Hearing to consider: (1) Adopting a resolution recommending City Council approval of a General Plan Amendment (GP-14-21) to change the land use designation from S-I (Special Industrial) to P-I (Public and Institutional); and (2) adopting a resolution approving P-14-23, a planned unit development and U-14-24, a conditional use permit, for a private school (Stratford School) to be located at 39201 Cherry Street (APNs: 901-110-68 & 69). This project also includes temporary modular school rooms and offices for the 2014/15 school year – from Assistant City Manager Grindall. TG (RESOLUTIONS-2)**

**Background/Discussion** – Stratford Schools has made an application for a private elementary and middle school to locate at 39201 Cherry Street. This building was formerly known as the Agilent building and, until recently, home to Nuts and Spice, a food distribution operation. As schools and colleges are not permitted in the MT (Industrial Technology Park) District, a planned unit development and conditional use permit are necessary. Attached is Exhibit A, pages 1 (site plan), 2 (floor plan), 3 (mezzanine floor plan), 4 (elevations), and 5 (landscape plan). A Traffic Impact Analysis is also attached for the Commission’s information.

The Stratford School website states that, “Stratford School is an independent private school founded on the belief that education is a significant influence in the life of a child. Our mission is to create a school community that inspires children to realize their full potential, while providing a safe and nurturing school environment. To support our mission, we bring together principals, teachers, and parents who are passionate about education. Together, we provide the best possible learning environment for our students.”

The proposal for the Newark Campus involves the reuse of the existing building to provide area for both an elementary and a middle school. The floor plan will be divided to accommodate classrooms, offices, a gymnasium, a computer lab, music room, library, and other support uses. Although the school year will begin in August 2015, Stratford School will begin accommodating pre-school students enrolled for the 2015/16 school year in temporary (November 2014 – June 2015) modular buildings beginning January 2015. Construction can then take place on the interior of the building without disrupting the day-to-day operation of the school. The students will then transition from the modular facilities into the main building.

Environmental Issues

The reuse of this building is categorically exempt from the California Environmental Quality Act per Section 15301, Class 1, operation of existing facilities involving negligible or no expansion of an existing use. The building will not be expanded beyond its existing foot print nor used to any capacity greater than it was when it was Avantek and Agilent Technologies.

Although the project is exempt, a traffic impact analysis draft report was prepared by DKS Associates to study the impacts of the school on the nearby road system. The introduction of the

school and associated traffic will impact local streets at various intersections. However, as part of the recommended conditions of approval, the draft report is required to be revised to include specific mitigation measure to minimize these traffic impacts to the extent possible. Such measures could include physical alterations to the street system, traffic signal optimization, implementation of a Travel Demand Management (TDM) program, and other options. The revised report and all associated measures would be subject to approval by the City Engineer.

#### General Plan Amendment

The existing General Plan designation for the project site is S-I (Special Industrial). This designation was designed to accommodate high-tech, Research & Development uses envisioned for the area. The adjacent New Technology Park (more commonly referred to now as Area 3) and the nearby Stevenson Point Tech Park made this site ideal for a high tech use such as Agilent. However, this area has developed into a more public and private institutional/residential area as is evident by the adjacent Silliman Recreation Center, Ohlone College, and the planned residential for Area 3. The Public and Institutional (P-I) designation is intended to identify existing and proposed public and private facilities, such as fire stations, City offices, libraries, corporation yards, and public/private schools and colleges. The actual intensity of development on any given site is dictated by a number of factors, including height limits, parking and landscaping requirements, site size and dimensions, and the nature of the public or institutional activity on the property. Given how the area has developed, it is appropriate for the area to be designated as "Public and Institutional"

#### **Attachment**

**Action** – It is recommended that the Planning Commission: (1) Adopt a resolution recommending City Council approval of a General Plan Amendment (GP-14-21) to change the land use designation from S-I (Special Industrial) to P-I (Public and Institutional); and (2) Adopt a resolution approving P-14-23, a planned unit development and U-14-24, a conditional use permit, with Exhibit A, pages 1 through 5, for a private school (Stratford School) to located at 39201 Cherry Street (APNs: 901-110-68 & 69), including temporary modular school rooms and offices for the 2015/16 school year.

RESOLUTION NO.

RESOLUTION RECOMMENDING CITY COUNCIL  
APPROVAL OF AN AMENDMENT TO THE LAND USE  
ELEMENT OF THE GENERAL PLAN

WHEREAS, in response to the application filed by Stratford School for a private elementary school at 39201 Cherry Street (APNs: 901-110-68 & 69), the City of Newark has prepared the proposed amendment to the Newark General Plan (GP-14-21) to change the land use designation of the subject property within the boundaries of Tentative Tract Map 7967 from S-I (Special Industrial) to P-I (Public and Institutional); and

WHEREAS, the proposed amendment would implement Goal CSF-2 of Chapter 11, Community Services and Facilities, of the Newark General Plan adopted December 12, 2013 by seeking to provide excellent schools that deliver high-quality educational services to Newark students while serving as neighborhood centers and fostering civic pride; and

WHEREAS, the proposed amendment is consistent with existing goals, policies and objectives contained in the Newark General Plan with respect to the promotion of balanced land use; and

WHEREAS, the Planning Commission has read, reviewed, and considered the information contained in the staff report and conducted a public hearing on the proposed amendment to the Newark General Plan for the subject property as shown on Exhibit A, and discussed, evaluated, analyzed, reviewed, and considered the information presented in said hearing; and

WHEREAS, the Planning Commission did review and use their independent judgment to consider the information at the public hearing; and

WHEREAS, the Planning Commission recommends that the City Council find that the project is categorically exempt from the California Environmental Quality Act per Section 15301, Class 1, operation of existing facilities involving negligible or no expansion of an existing use; and

WHEREAS, pursuant to California Government Code Sections 6061 and Section 65353, a public hearing was published in The Argus on August 15, 2014, and the Planning Commission held a public hearing on said application at 7:30 p.m. on August 26, 2014 at the City Administration Building, 37101 Newark Boulevard, Newark, California.

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission of the City of Newark hereby recommends the City Council approve General Plan Amendment, GP-14-21, with Exhibit A, based on the staff report, staff presentation, and public comments received, with

the finding that the proposed amendment is consistent with all other goals and policies of the Newark General Plan.

This resolution was introduced at the Planning Commission's August 26, 2014, meeting by Commissioner , seconded by Commissioner , and passed as follows:

AYES:

NOES:

ABSENT:

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TERRENCE GRINDALL, Secretary

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BERNIE NILLO, Chairperson

RESOLUTION NO.

RESOLUTION APPROVING P-14-23, A PLANNED UNIT DEVELOPMENT, AND U-14-24, A CONDITIONAL USE PERMIT, FOR A PRIVATE ELEMENTARY AND MIDDLE SCHOOL AT 39201 CHERRY STREET

WHEREAS, Stratford Schools has filed with the Planning Commission of the City of Newark application for a Planned Unit Development and a Conditional Use Permit for a private elementary and middle school to locate at 39201 Cherry Street; and

PURSUANT to Municipal Code Section 17.72.060, a public hearing notice was published in The Argus on August 15, 2014 and mailed as required, and the Planning Commission held a public hearing on said application at 7:30 p.m. on August 26, 2014 at the City Administration Building, 37101 Newark Boulevard, Newark, California; and

WHEREAS, pursuant to Chapter 17.40 (Planned Unit Developments), Section 17.40.050 (Permit Procedure) and Chapter 17.72 (Use Permits), Section 17.72.070 (Action by Planning Commission), the Planning Commission makes the following findings:

1. That the proposed location of the planned unit development is in accord with the objectives of the zoning title and the purposes of the district in which the site is located;
2. That the proposed location of the planned unit development and the conditions under which it would be operated or maintained will not be detrimental to the public health, safety or welfare, or materially injurious to properties or improvements in the vicinity;
3. That the standards of population density, site areas and dimensions, site coverage, yard spaces, heights of structures, distances between structures, usable open space, off-street parking and off-street loading facilities and landscaped areas will produce an environment of stable and desirable character consistent with the objectives of the zoning title;
4. That the standards of population density, site area and dimensions, site coverage, yard spaces, heights of structures, distances between structures, usable open space, and off-street parking and off-street loading facilities will be such that the development will not generate more traffic than the streets in the vicinity can carry without congestion and will not overload utilities;
5. That the combination of different dwelling types and/or the variety of land uses in the development will complement each other and will harmonize with existing and proposed land uses in the vicinity.
6. That the proposed location of the conditional use is in accord with the purposes of the zoning title and the purposes of the district in which the site is located.

7. That the proposed location of the conditional use and the conditions under which it would be operated or maintained will not be detrimental to the public health, safety or welfare, or materially injurious to properties or improvements in the vicinity.

8. That the proposed conditional use will comply with each of the applicable provisions of Chapter 17.72 (Use Permits).

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission does hereby approve this application as shown on Exhibit A, pages 1 through 5, subject to compliance with the following conditions and recommends that the City Council find that the project is categorically exempt from the California Environmental Quality Act per Section 15301, Class 1, operation of existing facilities involving negligible or no expansion of an existing use:

Planning Division

- a. This project is subject to the improvements identified in the Traffic Impact Analysis prepared for this project.
- b. The modular classrooms shall be removed and the site restored to its original condition no later than June 30, 2015.
- c. California State Law (AB341) requires that all business with four (4) or more cubic yards of waste per week must make arrangements for adequate recycling. Prior to issuance of a building permit, the location and screening design for centralized garbage, refuse, and recycling collection areas (including compactors) for the project shall be submitted for the review and approval of Republic Services, Inc. and the Community Development Director, in that order. Trash enclosures shall provide signage that states that the enclosure doors shall be closed immediately after use. Enclosures must be located so that the doors, when open, do not encroach into required drive-aisles or parking spaces. No refuse, garbage or recycling shall be stored outdoors except within the approved trash and recycling enclosures.
- d. The site and its improvements shall be maintained in a neat and presentable condition, to the satisfaction of the Community Development Director. This shall include, but not be limited to, repainting surfaces damaged by graffiti and site clean-up. Graffiti removal/repainting and site clean-up shall occur on a continuing, as needed basis, as required by the Community Development Director. Any vehicle or portable building brought on the site during construction shall remain graffiti free.
- e. All exterior utility pipes and meters shall be painted to match and/or complement the colors of the adjoining building surface, as approved by the Community Development Director.
- f. All lighting shall be directed on-site so as not to create glare off-site.

- g. Prior to installation, the fencing material for the pre-school play area at the front of the building shall be submitted for the review and approval of the Community Development Director. Chain-link fencing shall not be used.
- h. Prior to the issuance of a building permit, the color elevations of all dissimilar sides of the buildings as submitted as part of this application, shall be submitted for the review and approval of the Planning Commission and City Council. The building elevations shall reflect all architectural features and projections and shall specify exterior materials. A site plan showing the building locations with respect to property lines shall also show the projections.
- i. Prior to the issuance of a building permit, a screening design for roof equipment shall be submitted to and approved by the Community Development Director. Roof equipment shall not be visible from public streets. All equipment shall be fully screened within the context of each building's architecture, to the satisfaction of the Community Development Director. Said screening design shall be maintained to the satisfaction of the Community Development Director. The building owner shall paint any visible portion(s) of the roof equipment and the inside of its screening wall within the context of the building's color scheme and maintain the painted areas to the Community Development Director's satisfaction. Screening panels shall not exceed six feet in height unless the screens are part of the integral design elements of the building, as determined by the Community Development Director.
- j. Prior to issuance of a sign permit, all signs, other than those referring to construction, sale or future use of this site, shall be submitted to the Community Development Director for review and approval. Signs shall not be located within the public right-of-way or dedicated landscape easements.
- k. Construction site trailers and buildings located on-site shall be used for office and storage purposes only, and shall not be used for living or sleeping quarters.
- l. Parking lot cleaning with sweeping or vacuum equipment shall not be permitted between 7:00 p.m. and 8:00 a.m.
- m. Prior to the issuance of a building permit, the developer shall pay the Community Development Maintenance Fee which is 0.5% of the construction valuation.
- n. Measures to respond to and track complaints regarding construction noise shall include: (1) a procedure and phone numbers for notifying the City of Newark Building Inspection Division and Newark Police Department (during regular construction hours and off-hours); and (2) a sign posted on-site pertaining to the permitted construction days and hours and complaint procedures and who to notify in the event of a problem. The sign shall also include a listing of both the City and construction contractor's telephone numbers (during regular construction hours and off-hours).
- o. During project construction, if historic, archeological or Native American materials or

artifacts are identified, work within a 50-foot radius of such find shall cease and the City shall retain the services of a qualified archeologist and/or paleontologist to assess the significance of the find. If such find is determined to be significant by the archeologist and/or paleontologist, a resource protection plan conforming to CEQA Section 15064.5 shall be prepared by the archeologist and/or paleontologist and approved by the Community Development Director. The plan may include, but would not be limited to, removal of resources or similar actions. Project work may be resumed in compliance with such plan. If human remains are encountered, the County Coroner shall be contacted immediately and the provisions of State law carried out.

#### Engineering Division

- p. Prior to the issuance of a building permit, the developer shall revise the traffic impact analysis draft report to the satisfaction of the City Engineer. Revisions shall include, but are not necessarily limited to, establishment of specific mitigation measures to reduce the off-site impacts at local intersections, additional analysis of Travel Demand Management (TDM) program implementation, recommendations for post-development traffic monitoring, and other modifications required by the City Engineer.
- q. Prior to the issuance of a Certificate of Occupancy for the permanent K-8 school building, the developer shall complete all of the off-site maintenance measures described in the traffic impact analysis final report, to the satisfaction of the City Engineer. This includes but is not limited to any and all physical improvements to local streets and traffic signal timing optimization. The developer is solely responsible for all improvement plans and construction associated with these mitigation measures. Improvement plans shall be developed by a qualified engineer(s) licensed by the State of California for the review and approval of the City Engineer.
- r. The school operator shall implement and enforce policies under a project-specific Travel Demand Management (TDM) program to maximize traffic safety and efficiency during school hours and to ensure that there are no traffic impacts on Cherry Street, on-site circulation problems, or parking spillover issues on adjoining properties. Staggered bell schedules, carpooling programs, and bus program alternative should all be considered as part of the program. Prior to the issuance of a building permit, the require TDM program shall be submitted in written form for review by the City Engineer. The TDM Program will be subject to periodic review by the City Engineer for the duration of school operations at this location. Revision of the TDM Program document and continuous enforcement of the policies therein shall be the responsibility of the school operator.
- s. Any proposed work within the public street right-of-way and adjacent landscape, sidewalk, and public utility easements on Cherry Street or other off-site locations will require issuance of a City of Newark Encroachment Permit. Issuance of this permit will require submittal of a separate plan set for review and approval by the City Engineer. On-site plans shall include a detailed signing and striping plan designed to accommodate peak-hour traffic through the site.

- t. Prior to the issuance of a grading or any building permits for this project, the developer shall submit a Stormwater Pollution Prevention Plan (SWPPP) for the review and approval of the City Engineer. The site specific plan shall include sufficient details to show how storm water quality will be protected during both: (1) the construction phase of the project and (2) the post-construction, operational phase of the project. The SWPPP shall be prepared by a Qualified SWPPP Developer (QSD) in the State of California. The construction phase plan shall include Best Management Practices from the California Storm Water Quality Best Management Practices Handbook for Construction Activities. The specific storm water pollution prevention measures to be maintained by the contractor shall be printed on the plans. The operational phase plan shall include Best Management Practices appropriate to the uses conducted on the site to effectively prohibit the entry of pollutants into stormwater runoff from the project site including, but not limited to, low impact development stormwater treatment measures, trash and litter control, pavement sweeping, periodic storm water inlet cleaning, landscape controls for fertilizer and pesticide applications, labeling of storm water inlets with a permanent thermoplastic stencil with the wording "No Dumping - Drains to Bay," and other applicable practices.
- u. The project must be designed to include appropriate source control, site design, and stormwater treatment measures to prevent stormwater runoff pollutant discharges and increases in runoff flows from the site in accordance with Provision C.3 of the Municipal Regional Stormwater NPDES Permit (MRP), Order R2-2009-0074, revised November 28, 2011, issued to the City of Newark by the Regional Water Quality Control Board, San Francisco Bay Region. Examples of source control and site design requirements include, but are not limited to: properly designed trash storage areas, sanitary sewer connections for all non-stormwater discharges, minimization of impervious surfaces, and treatment of all runoff with Low Impact Development (LID) treatment measures. The developer shall modify the site design to satisfy all elements of Provision C.3 of the MRP. The use of treatment controls for runoff requires the submittal of a Stormwater Treatment Measures Maintenance Agreement prior to the issuance of any Certificates of Occupancy.
- v. All stormwater treatment measures are subject to review and approval by the Alameda County Mosquito Abatement District. The developer shall modify the grading and drainage and stormwater treatment design as necessary to satisfy any imposed requirements from the District.
- w. The entire site shall be equipped with full trash capture devices approved by the Regional Water Quality Control Board – San Francisco Bay Region, for 100% trash capture at all on-site and adjoining off-site storm drain inlets. All on-site trash capture devices shall be permanently maintained by the property owner under the required Storm Water Treatment Measures Maintenance Agreement.
- x. The developer shall submit a grading and drainage plan for review and approval by the City Engineer. This plan must be based upon a City benchmark and needs to include pad and finish floor elevations of each proposed structure, proposed on-site property grades,

proposed elevations at property line, and sufficient elevations on all adjacent properties to show existing drainage patterns. All on-site pavement shall drain at a minimum of one percent. The developer shall ensure that all upstream drainage is not blocked and that no ponding is created by this development. Any construction necessary to ensure this shall be the developer's responsibility.

- y. Where a grade differential of more than a 1-foot is created along the boundary parcel lines between the proposed development and adjacent property, the developer shall install a masonry retaining wall unless a slope easement is approved by the City Engineer. Said retaining wall shall be subject to review and approval of the City Engineer. A grading permit is required by the Building Inspection Division prior to starting site grading work.
- z. Prior to issuance of a building permit, the developer shall submit a pavement maintenance program for the drive aisles and parking areas on the project site. The maintenance program shall be signed by the property owner and the property owner shall follow the maintenance program at the City Engineer's direction.
- aa. The developer shall upgrade the four existing wheelchair accessible ramps along the Cherry Street frontage in accordance with the latest Curb Ramp Detail No. A88A from the Caltrans Standard Plans.
- bb. Any new utilities including, but not limited to, electric, telephone and cable television services shall be provided underground.
- cc. Any proposed utility connections and/or underground work within structurally sound street pavement must be bored or jacked. Open street cuts will not be permitted across Cherry Street.
- dd. The developer shall repair and/or replace any public and private improvements damaged as a result of construction activity to the satisfaction of the City Engineer and adjoining property owners.
- ee. The developer shall ensure that a water vehicle for dust control operations is kept readily available at all times during construction at the City Engineer's direction.
- ff. Prior to use of any facilities at the George M. Silliman Recreational Complex, the applicant shall enter into a formal agreement with the City of Newark, subject to the review and approval of the Public Works Director.

#### Landscape-Parks Division

- gg. The developer shall retain a licensed landscape architect to prepare working drawings for landscape plans in accordance with City of Newark requirements. All landscape plans are subject to the review and approval of the City Engineer.
- hh. Landscape construction plans shall be developed in accordance with Newark Municipal

Code Section 15.44.080 related to Bay Friendly Landscaping Practices and City of Newark standard details.

- ii. This project is subject to all applicable requirements of the State of California's Model Water Efficient Landscape Ordinance. The landscape design plan package, including the design plans, shall include all applicable requirements specified in this ordinance.
- jj. Prior to the issuance of any building permits, the developer shall enter into a Landscape Maintenance Agreement for the maintenance and/or construction of the landscaping. Areas covered under the terms of the Agreement shall include all continuous landscaped areas contiguous to the site's public street frontage and all visible on-site landscaping. Any project perimeter walls and adjoining landscaped areas shall be included in a dedicated landscape easement to guarantee adequate maintenance of the walls. Any work other than routine maintenance, including but not necessarily limited to tree removal, tree pruning, or changes to the approved planting palette shall be approved in advance by the City Engineer. All tree pruning shall be performed by or under the direction of a certified arborist. Landscape maintenance by the City under the provisions of the Agreement will only occur in the event the City Council deems the developer's maintenance to be inadequate.
- kk. Prior to installation, plant species, location, container size, quality, and quantity of all landscaping plants and materials shall be reviewed and approved by the City Engineer. All plant replacements shall be to an equal or better standard than originally approved subject to approval by the City Engineer.
- ll. Prior to the release of utilities or issuance of any Certificate of Occupancy, all landscaping and irrigation systems shall be completed or guaranteed by a cash deposit deposited with the City in an amount to cover the remainder of the work.
- mm. Prior to issuance of Certificate of Occupancy or release of utilities, the developer shall guarantee all trees for a period of 6 months and all other plantings and landscape for 60 days after completion thereof. The developer shall insure that the landscape shall be installed properly and maintained to follow standard horticultural practices. All plant replacements shall be to an equal or better standard than originally approved subject to approval of the City Engineer.
- nn. Any above ground utility structures, including backflow prevention devices, and appurtenances, shall be installed within the developer's property line and a minimum of 10 feet behind street face of curbs. The backflow prevention devices shall have a green painted security cage to protect it from vandalism. These locations shall be screened with landscaping to the satisfaction of the City Engineer. The landscape screen shall not interfere with the utility companies' or City Fire Department's access.

#### Building Inspection Division

- oo. Construction for this project, including site work and all structures, can occur only

between the hours of 7:00 a.m. and 6:00 p.m. Monday through Friday. The applicant may make a written request to the Building Official for extended working hours and/or days. In granting or denying any request, the Building Official will take into consideration the nature of the construction activity which would occur during the extended hours/days, the time duration of the request, the proximity to residential neighborhoods, and input by affected neighbors. All approvals shall be done so in writing.

### General

- pp. All proposed changes from approved exhibits shall be submitted to the Community Development Director who shall decide if they warrant Planning Commission and City Council review and, if so decided, said changes shall be submitted for the Commission's and Council's review and decision. The applicant shall pay the prevailing fee for each additional separate submittal of development exhibits requiring Planning Commission and/or City Council review and approval.
- qq. If any condition of this Planned Unit Development and Conditional Use Permit be declared invalid or unenforceable by a court of competent jurisdiction, this Planned Unit Development and Conditional Use Permit shall terminate and be of no force and effect, at the election of the City Council on motion.
- rr. This Planned Unit Development and Conditional Use Permit shall be given a public hearing before the City Council for the Council's review and approval.
- ss. Prior to the submittal for building permit review, all conditions of approval of this project, as approved by the City Council, shall be printed on the plans.
- tt. The developer hereby agrees to defend, indemnify, and save harmless the City of Newark, its Council, boards, commissions, officers, employees and agents, from and against any and all claims, suits, actions, liability, loss, damage, expense, cost (including, without limitation, attorneys' fees, costs and fees of litigation) of every nature, kind or description, which may be brought by a third party against, or suffered or sustained by, the City of Newark, its Council, boards, commissions, officers, employees or agents to challenge or void the permit granted herein or any California Environmental Quality Act determinations related thereto or, alternatively, the City will rescind the approval.
- uu. The Conditions of Project Approval set forth herein include certain fees, dedication requirements, reservation requirements and other exactions. Pursuant to Government Code Section 66020(d)(1), these Conditions constitute written notice of a statement of the amount of such fees, and a description of the dedications, reservations and other exactions. The developer is hereby further notified that the 90-day approval period in which the developer may protest these fees, dedications, reservations and other exactions, pursuant to Government Code Section 66020(a), has begun. If the developer fails to file

a protest within this 90-day period complying with all of the requirements of Section 66020, the developer will be legally barred from later challenging such exactions.

This Resolution was introduced at the Planning Commission's August 26, 2014 meeting by Commissioner, seconded by Commissioner, and passed as follows:

AYES:

NOES:

ABSENT:

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TERRENCE GRINDALL, Secretary

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BERNIE NILLO, Chairperson

**ARCH & V O D**  
 Architects  
 9811 Modesto Expressway #200  
 Milpitas, California 95036  
 Tel: 408.946.9300  
 Fax: 408.946.9309

THE SHEET IS NOT TO BE USED FOR ANY OTHER PROJECT WITHOUT THE WRITTEN CONSENT OF ARCH & V O D. THIS SHEET IS THE PROPERTY OF ARCH & V O D AND IS NOT TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM.

RELEASE STATUS: DATE: \_\_\_\_\_  
 AS-BUILT  
 FOR APPROVAL  
 FOR PERMITS  
 FOR RECORD  
 FOR ARCHIVE  
 FOR OTHER: \_\_\_\_\_

**STRAFFORD SCHOOLS**  
 39201 CHERRY STREET  
 NEWARK, CA



**LEGEND**

1. EXISTING PARKING
2. PROPOSED TENANT IMPROVEMENT
3. PROPERTY LINE
4. (S) CONCRETE SIDEWALK
5. EXISTING LANDSCAPING
6. (L) ALL PAVE DRIVEWAY
7. (L) DRIVEWAY
8. (L) DRIVEWAY
9. (L) DRIVEWAY
10. (L) DRIVEWAY
11. NEW PLAY AREA 6"(V) AT PAVED AREA
12. NEW CHALKING PENCE, 6"-0"
13. NEW CROSSWALK FROM PUBLIC SIDEWALK
14. NEW FENCIO GATE, 6"-0" HIGH
15. EXISTING OUTDOOR YARD
16. EXISTING LOADING DOCK
17. NEW LANDSCAPING
18. EXISTING OUTDOOR PATIO
19. CAR - STACKING
20. EXISTING WALL
21. STRACK LINE
22. EXISTING DRIVE
23. EXISTING DRIVE
24. PRE-SCHOOL ENTRY

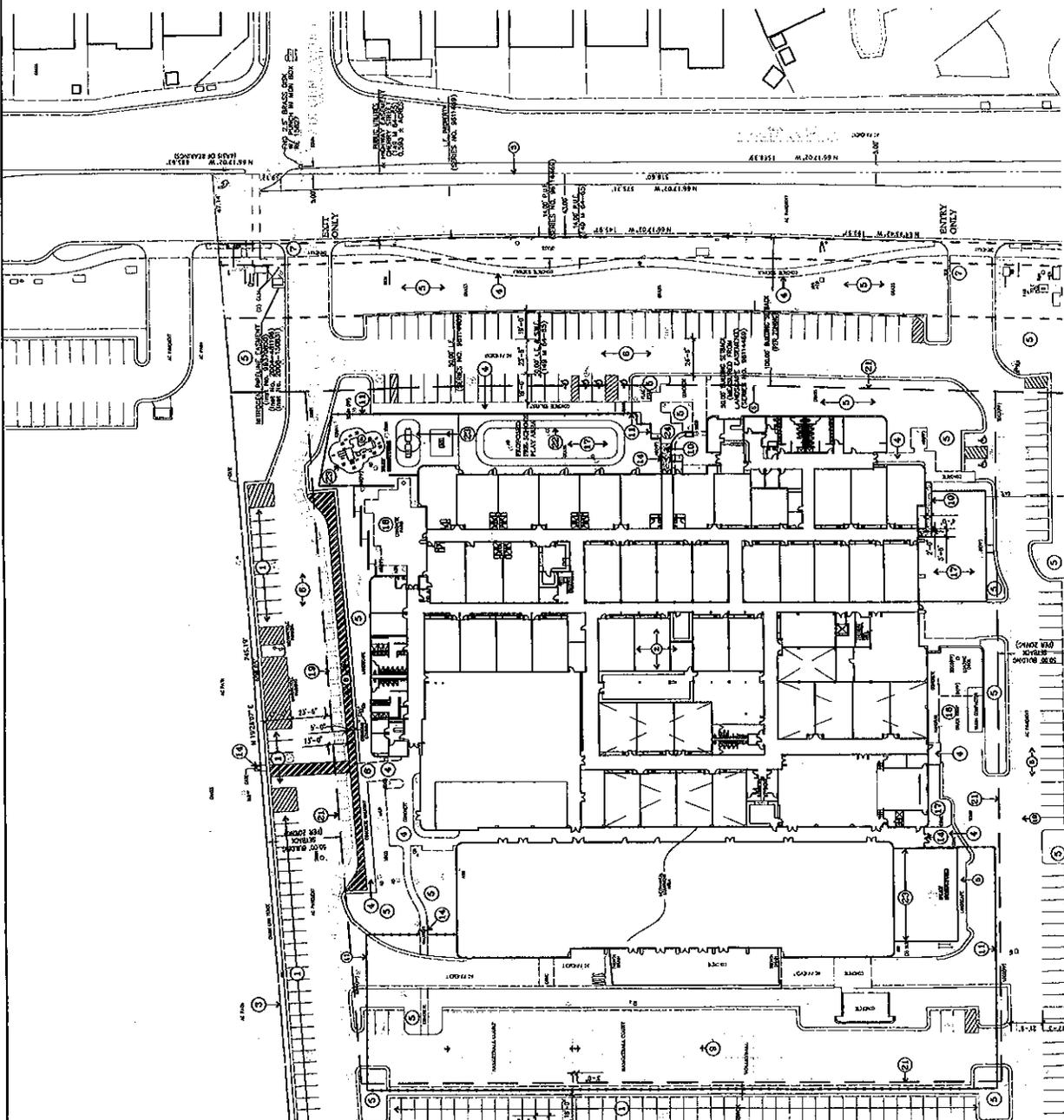
**PROJECT SUMMARY :**

TOTAL SITE AREA	8.75 ACRES
(S) BUILDING (FIRST FLOOR AND MEZZANINE)	100,000 SF.
REQUIRED PARKING SPACES	
PRE-SCHOOL - (1/A EMPLOYEES)	10 / 1.5
ELEMENTARY - (1/A EMPLOYEES)	14 X 1
MIDDLE SCHOOL	22
ADMIN. EMPLOYEES	13
FUTURE EMPLOYEES	17
PARKING SPACES FOR PARENTS	64
<b>TOTAL PARKING SPACES</b>	<b>144</b>
B/C VAN STALL	1
B/C STALLS	5
<b>TOTAL EXISTING PARKING SPACES</b>	<b>446</b>
B/C VAN STALLS	2
B/C STALLS	8
STANDARD STALLS	216
COMPACT STALLS	216
<b>TOTAL</b>	<b>448</b>
EXISTING PARKING SPACES TO REMAIN	
B/C VAN STALLS	2
B/C STALLS	4
STANDARD STALLS	176
COMPACT STALLS	206
<b>TOTAL</b>	<b>388</b>

**STUDENT POPULATION FOR THE SCHOOL**

PRE-SCHOOL	240
K-5TH GRADE	840
<b>TOTAL STUDENT POPULATION</b>	<b>1200</b>

**SCHOOL HOURS : 8:00 A.M. TO 3:00 P.M.**



**EXHIBIT A-1**

ARCHER & BROWN  
 981 KENNEDY EXPRESSWAY #208  
 MILPITAS, CALIFORNIA 95035  
 TEL: 408.958.2300  
 FAX: 408.958.2300

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RELEASE STATUS DATE: \_\_\_\_\_

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 PLAIN CHECK  
 REVISIONS  
 POLYGRAPH COPY  
 ORIGINAL

STRATFORD SCHOOLS  
 32201 CHERRY STREET  
 NEWARK, CA

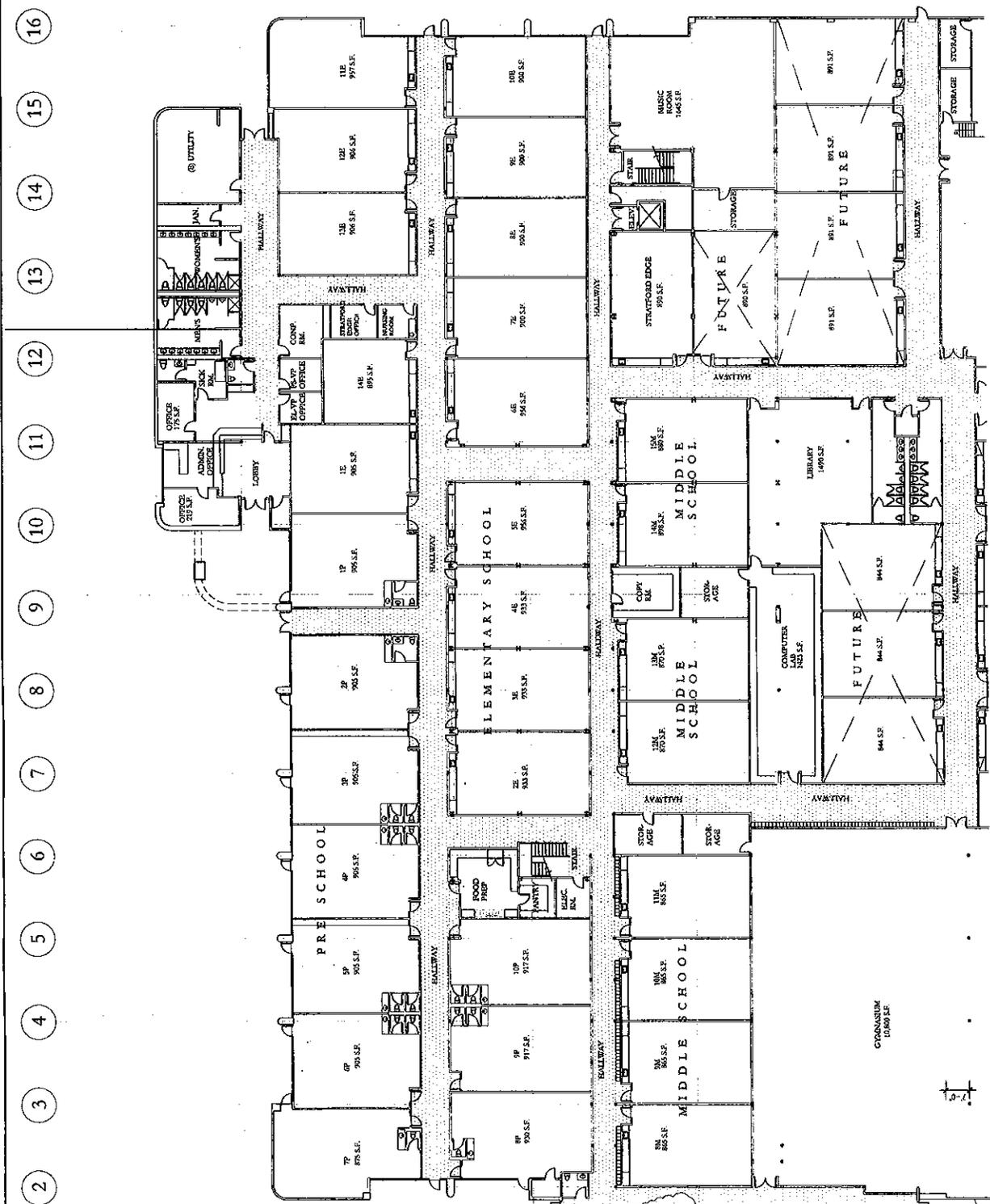


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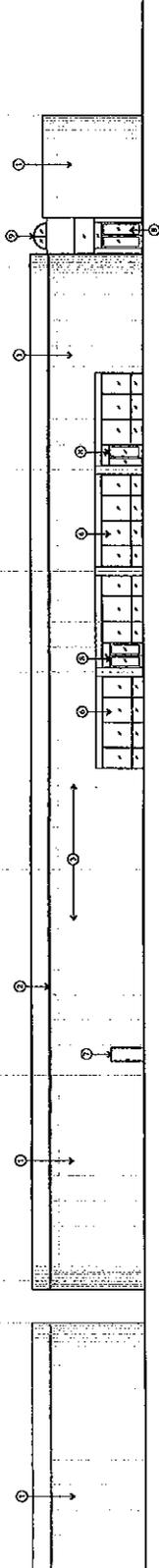


ARCH 6 0 2  
 Architects Planners Interiors  
 901 Montague Expressway #202  
 Milpitas, California 95030  
 Tel: 408.840.9300  
 Fax: 408.848.9300

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 ANY OTHER PROJECTS WITHOUT THE  
 WRITTEN PERMISSION OF ARCH 6 0 2  
 PROJECT NO. ARCH 6 0 2  
 SHEET NO. ARCH 6 0 2  
 DATE OF THE ARCH 6 0 2

RELEASE STATUS:	DATE:
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<input type="checkbox"/> FOR PERMITS	
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<input type="checkbox"/> FOR ARCHIVE	
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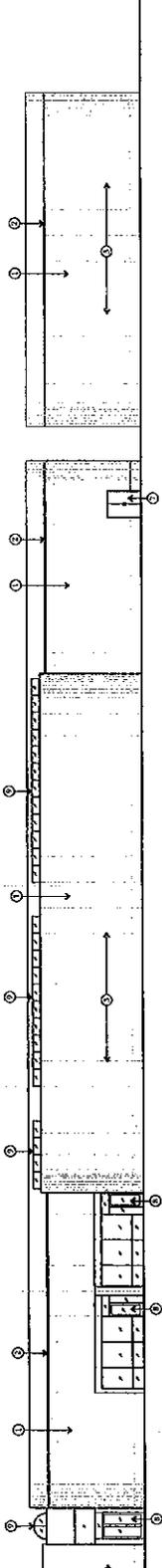
STRATFORD SCHOOLS  
 39201 CHERRY STREET  
 NEWARK, CA



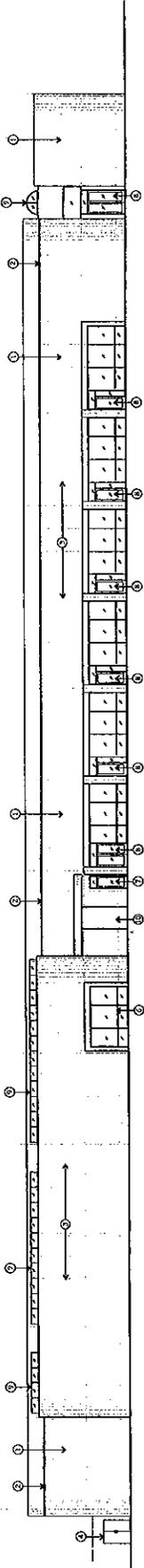
EAST ELEVATION

SHEET NOTES

1. (R) CONCRETE PANELS (PAINT)
2. (R) ACCENT STRIP COLOR
3. (R) SCORE LINES 1/16" / 1/8" DEEP (TYP)
4. (R) HOLLOW METAL DOOR
5. (R) 8" x 8" OAK DOOR
6. (R) ALUM. STAINLESS WINDOW WALL
7. (R) DOOR / WINDOW SIZES
8. (R) WINDOW SIZES
9. (R) WINDOW SIZES
10. (R) WINDOW SIZES
11. (R) WINDOW SIZES
12. (R) WINDOW SIZES
13. (R) WINDOW SIZES
14. (R) WINDOW SIZES
15. (R) WINDOW SIZES



WEST ELEVATION



NORTH ELEVATION

EXHIBIT A.c.4

BF	Escallonia 'Fraxilli' Terni	Escallonia	1 Gallon
HO	Evergreen Orange Daylily	Evergreen Orange Daylily	1 Gallon
LH	Lantana montevidensis	Trailing Purple Lantana	1 Gallon
MC	Myrsine communis 'Compacta'	Myrtle	5 Gallon
PV	Phormium 'Tirohanga'	New Zealand Flax	1 Gallon

<b>GROUND COVER</b>			
LL	Laminaria longifolia 'Brenee'	Dwarf Flax Rush	12" c
PP	Myoporum parviflorum	Myoporum	12" c

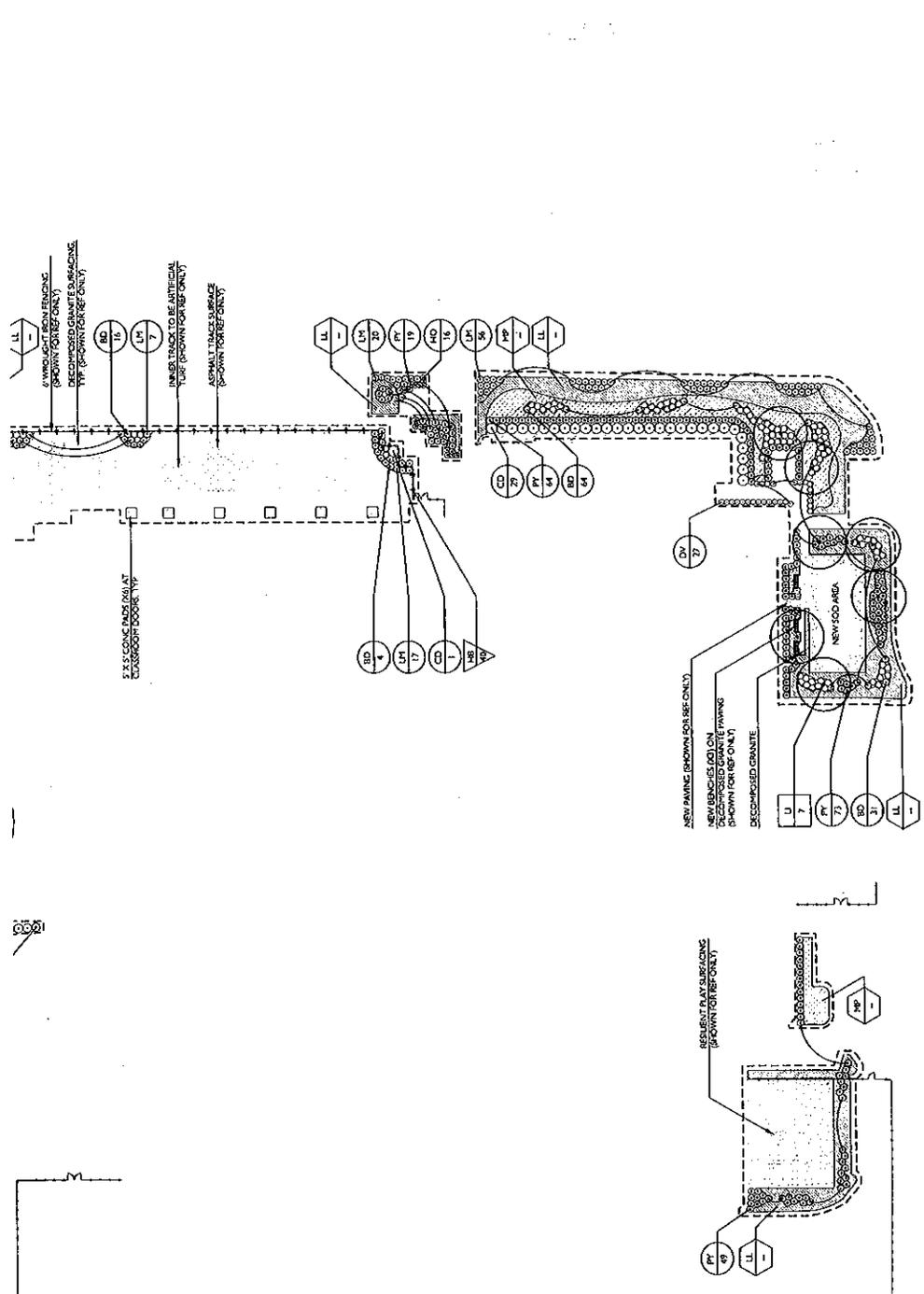
<b>VINES</b>			
HB	Hardenbergia violacea	Little Vine	5 Gall

<b>SOD MIX</b>			
LAWN FROM SOD TO MATCH EXISTING			
ALL SOD AVAILABLE FROM:			
DELTA BLUEGRASS CO. 209-469-7979 OR APPROVED EQUAL			

**PLANTING NOTES**

1. ALL WORK SHALL BE PERFORMED BY PERSONS FAMILIAR WITH PLANTING WORK AND UNDER THE SUPERVISION OF A QUALIFIED PERSON.
2. PLANT MATERIAL LOCATIONS SHOWN ARE DIAGNOSTIC AND MAY BE SUBJECT TO CHANGE IN THE FIELD BY THE LANDSCAPE ARCHITECT.
3. ALL TREES ARE TO BE STAKED AS SHOWN ON THE TREE STAKING SCHEDULE DETAIL.
4. PLANT COUNT IS FOR THE CONVENIENCE OF THE CONTRACTOR. IN CASE OF DISCREPANCIES, THE PLAN SHALL GOVERN.
5. PLANT LOCATIONS ARE TO BE ADJUSTED IN THE FIELD AS NECESSARY TO AVOID UTILITIES BUT NOT TO BLOCK WINDOWS OR ENTRYWAYS.
6. THE LANDSCAPE ARCHITECT ASSURES THE RIGHT TO MAKE SUBSTITUTIONS, ADDITIONS, AND DELETIONS IN THE PLAN NECESSARY WHILE WORK IS IN PROGRESS. SUCH CHANGES ARE TO BE ACCOMPANIED BY ROUTABLE ADJUSTMENTS IN THE PLAN.
7. BRANCHING HEIGHT OF TREES SHALL BE A 1/4" MINIMUM ABOVE FINISH GRADE.
8. ALL TREES IN A FORMER GROUP PLANTING SHALL BE MATCHING IN SIZE AND SHAPE.
9. LANDSCAPE CONTRACTOR SHALL HIRE AN ACCREDITED SOIL ANALYST FIRM TO TEST SOIL AND ASSESS BY RECOMMENDATION FOR PROPER PLANT GROWTH.
10. ON GRADE PLANTING AREAS SHALL CONSIST OF 50% IMPORTED TOPSOIL, 20% NATIVE SOIL WITH NO ROCKS LARGER THAN 1/4" DIAMETER, AND 30% COMPOST.
11. ALL ON GRADE PLANTING AREAS ARE TO RECEIVE IRON AND NITROGEN STABILIZED REDWOOD SOIL CONDITIONER AT A RATE OF 100 POUNDS PER 1000 SQUARE FEET, EVENLY TILLED 6" DEEP INTO THE SOIL TO PROMOTE GROWTH.
12. ALL PLANTING AREAS SHALL BE TOP DRESSED WITH 1" LAYER OF SALT WATER FREE PER BARK MULCH HAVING A MAXIMUM OF 1/4" PARTICLES.
13. ALL STREET TREES TO BE INSTALLED IN ACCORDANCE WITH THE STANDARDS AND SPECIFICATIONS OF THE CITY.
14. ALL TREES WITHIN 5' OF PAVING AREAS SHALL HAVE DEEP ROOT BARRIERS INSTALLED. DEEP ROOT BARRIER MODEL NO. 1 SHALL BE USED.
15. ALL SLOPES GREATER THAN 2:1 SHALL BE COVERED WITH JUTE NETTING PER THE MANUFACTURER'S SPECIFICATIONS. A MINIMUM OF 7' AND SECURE AS REQUIRED WITH METAL STAPLES.
16. THE LANDSCAPE CONTRACTOR SHALL AS A PART OF THIS BID PROVIDE FOR A PLANTING ALLOWANCE FOR THE APPROXIMATE COST OF PLANTING MATERIALS AND LABOR. THIS ALLOWANCE SHALL BE BASED ON THE CURRENT MARKET RATE FOR PLANTING MATERIALS AND LABOR. THIS ALLOWANCE SHALL BE BASED ON THE CURRENT MARKET RATE FOR PLANTING MATERIALS AND LABOR. THIS ALLOWANCE SHALL BE BASED ON THE CURRENT MARKET RATE FOR PLANTING MATERIALS AND LABOR.
17. CONTRACTOR SHALL EXCAVATE ALL LIFE-TREATED SOILS FROM ALL PLANTING AREAS.
18. ADJACENT TO CURBS OR PAVING, CONTRACTOR TO HOLD CENTERS OF PLANTINGS 1/2 THE DISTANCE OF THE ON-CEN-TER OF THE CURB OR PAVING.
19. THE LANDSCAPE CONTRACTOR TO PROVIDE AN AGRICULTURAL SUITABILITY ANALYSIS AND PERCOLATION TEST VOUCHER FOR ON-SITE AND IMPORTED TOPSOIL. RECOMMENDATIONS FOR AMENDMENTS AND DRAINAGE SOLUTIONS CONTAINED HEREIN SHALL BE BASED ON THE RESULTS OF THESE TESTS.
20. TREES WITHIN THE PROPERTY LINE SHALL BE MAINTAIN A HEIGHT OF 8 FEET CLEARANCE ABOVE GROUND IN 9 YEARS.
21. TREES SHALL NOT BE INSTALLED WITHIN 10 FEET OF SANITARY SEWER MAINS AND LATERALS. S.C.D. FOR SANITARY SEWER LOCATIONS.
22. TREES WITHIN THE PROPERTY LINE SHALL BE MAINTAIN A DISTANCE OF 5' FROM SIDE OF STRUCTURE AND PERIMETER IF SMALLER BRANCHES NOT CONDUCIVE TO CURBING ARE ONLY ALLOWED WITHIN 5' FROM SIDE OF STRUCTURE.
23. TREES NEXT TO RESIDENCES SHALL NOT BE PLANTED IN POSITIONS THAT WILL BLOCK WINDOWS.
24. ALL SHRUBS AROUND THE BUILDING STRUCTURE SHALL MAINTAIN A HEIGHT OF 3 FOOT AND TRIMMED UP FROM GROUND. SHALL BE TRIMMED BELOW WINDOWS ON GROUND.



# EXHIBIT A.1.5

LANDSCAPE PLAN

**Stratford School**  
**39201 Cherry Street**

**Traffic Impact Analysis**  
**Draft Report**

By



1970 Broadway, Suite 740

Oakland, CA 94612

(510) 763-2061

July 18, 2014



### Document Description

Client	City of Newark
DKS Project Number	14086-000
Project Name	Stratford School 39201 Cherry Street-TIA
Related Task / WBS Number	N/A
Document Name	Traffic Impact Analysis Draft Report
File Path	p:\p\14\14086-000 city of newark stratford school traffic study\07 deliverables\stratford draft tia clean copy.docx
Date Document Issued	JULY 18, 2014

### Version Control

Version Number	Date	Description of Change	Author
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## Executive Summary

This report provides an evaluation of traffic and transportation issues related to the Proposed Project. The project consists of renovation of an existing building to be a private school for preschool through eighth grade on an 8.75 acre site in the city of Newark, California. The school building is expected to be approximately 100,900 square feet, with 1,200 students (240 preschool, 960 kindergarten through eighth grade). The proposed project site, located at 39201 Cherry Street, is approximately bounded by Cherry Street to the north, Station Road to the south, Addition Road to the east, and Mowry Avenue to the west. **Figure 1** illustrates the project site location, surrounding roadway network and existing intersection geometry at each study intersection.

The project study area, which extends beyond the project site itself for the purpose of analyzing potential project impacts, is bounded by Interstate 880 to the north, Cherry Street to the south, Stevenson Boulevard to the east, and Central Avenue to the west. Abutting land uses include single-family residential, secondary schooling, and community college.

This report provides a general description of the transportation facilities in the project vicinity and summarizes existing conditions, near term (no project), near term project, cumulative year 2035 (no project), and cumulative year 2035 with project. Particular attention is given to impacts on vehicular facilities.

The proposed project would generate 2,399 daily trips, including 1,181 net new AM peak hour trips (650 inbound, 531 outbound) and 665 net new PM peak hour trips (326 inbound, 339 outbound).

Under Near-Term Plus Project Conditions, the following intersections will be have **significant and unavoidable** impacts due to the Proposed Project:

- Mowry Avenue and Cherry Street (AM peak hour)
- Mowry Avenue and Cedar Boulevard (AM peak hour)
- Mowry Avenue and Newpark Mall/Alpenrose Ct (PM peak hour)
- Central Avenue and Cherry Street (AM and PM peak hours)
- Ohlone College and Cherry Street (Circulation scenario 3 - AM peak hour)
- Stevenson Boulevard and Balentine Drive (AM and PM peak hours, except during the PM peak hour under Circulation Scenario 3)

Mitigations that would involve physical modifications to significantly impacted intersections would not be recommended due to lack of feasibility and high costs.

A combination of a TDM Program, assuming a 50% reduction in vehicle trips to and from the Proposed Project during the peak hours, and optimized signal timing at selected intersections, was able to reduce impacts at almost all the study intersections to a **less-than-significant** level. However, the impact at intersection of Mowry Avenue and Cherry Street during the AM peak hour, yet reduced with the implementation of the TDM Program and optimized signal timing, and given its lack of feasible mitigation options, will be **significant and unavoidable**.

Under Circulation Scenario 2, where westbound left turns are allowed into the east project driveway, the intersection of Cherry Street and the east project driveway should be signalized to prevent queue spillback from vehicles waiting for an acceptable gap to turn left against eastbound traffic into the school.

Under Cumulative Plus Project Conditions, the following intersections will be have **significant and unavoidable** impacts due to the Proposed Project:

- Mowry Avenue and Cherry Street (AM peak hour)
- Mowry Avenue and Cedar Boulevard (AM peak hour)
- Mowry Avenue and Newpark Mall/Alpenrose Ct (PM peak hour)
- Central Avenue and Cherry Street (AM and PM peak hours)
- Ohlone College and Cherry Street (AM peak hour)
- Stevenson Boulevard and Cherry Street (AM peak hour)
- Stevenson Boulevard and Balentine Drive (AM and PM peak hours)

Mitigations that would involve physical modifications to significantly impacted intersections would not be recommended due to lack of feasibility and high costs.

A combination of a TDM Program, assuming a 50% reduction in vehicle trips to and from the Proposed Project during the peak hours, and optimized signal timing at selected intersections, was able to reduce impacts at all the study intersections to a **less-than-significant** level.

Under Circulation Scenario 2, where westbound left turns are allowed into the east project driveway, the intersection of Cherry Street and the east project driveway should be signalized to prevent queue spillback from vehicles waiting for an acceptable gap to turn left against eastbound traffic into the school.

As shown in **Figure 2**, the conceptual site plan includes two providing access to and from the project. Two driveways are both located on Cherry Street.



---

Figure 1 Study Area & Intersection Geometry and Traffic Control



---

Figure 2 Site Plan

## 1. Introduction

This report provides an evaluation of traffic and transportation issues related to the proposed project. The project consists of renovation of an existing building to be a private school for preschool through eighth grade on an 8.75 acre site in the city of Newark, California. The school building is expected to be approximately 100,900 square feet, with 1,200 students (240 preschool, 960 kindergarten through eighth grade). The proposed project site, located at 39201 Cherry Street, is approximately bounded by Cherry Street to the north, Station Road to the south, Addition Road to the east, and Mowry Avenue to the west. **Figure 1** illustrates the project site location, surrounding roadway network and existing intersection geometry at each study intersection. **Figure 2** shows the project site plan.

The project study area, which extends beyond the project site itself for the purpose of analyzing potential project impacts, is bounded by Interstate 880 to the north, Cherry Street to the south, Stevenson Boulevard to the east, and Central Avenue to the west. Abutting land uses include single-family residential, secondary schooling, and community college.

This report provides a general description of the transportation facilities in the project vicinity and summarizes existing, near-term (no project), near-term with project, cumulative year 2035 (no project), cumulative year 2035 with project, and cumulative year 2035 with project plus mitigations conditions within the study area. Particular attention is given to impacts on vehicular facilities.

In addition, data provided in this report are based on recent correspondence and conversations with staff of the City of Newark and a recent site visit.

This report analyzes the traffic conditions during the weekday AM and PM peak hours for the project land use. This covers the period during the school drop-off (7:00 AM-9:00 AM) and the period during the school pick-up (2:00 PM-4:00 PM). The impacts of the proposed project were estimated using the current level-of-service methodologies set forth by the City of Newark.

Based on consultation with City of Newark staff, the following intersections were analyzed as part of the traffic impact analysis:

1. Mowry Avenue & Cherry Street
2. Mowry Avenue & Cedar Boulevard
3. Mowry Avenue & Newpark Mall/Alpenrose Court
4. Mowry Avenue & I-880 SB off-ramp
5. Mowry Avenue & I-880 NB off-ramp
6. Cherry Street & Central Avenue
7. Cherry Street & Ohlone College
8. Cherry Street & Stevenson Boulevard
9. Stevenson Boulevard & Cedar Boulevard
10. Stevenson Boulevard & Balentine Drive
11. Stevenson Boulevard & I-880 SB off-ramp
12. Stevenson Boulevard & I-880 NB off-ramp

The list of study intersections was based on the size of the project and the number of trips it would potentially generate, the surrounding study area, and with consideration to those intersections that are most likely to be impacted by the proposed project. The operation of these intersections was evaluated during the weekday AM (7:00 AM – 9:00 AM) and weekday school PM (2:00 PM – 4:00 PM) peak periods for the following scenarios:

**Scenario 1: Existing Condition.** Level of service based on existing peak-hour volumes, lane geometry, and traffic control (e.g., signal timing, signal phasing, STOP control, etc.).

**Scenario 2: Near-Term Condition.** Existing conditions plus near-term projects already approved or nearly approved.

**Scenario 3: Near-Term Plus Project Condition.** Near-Term volumes plus project-generated traffic estimated for proposed development project. This scenario assumes full buildout of the proposed private school on the 8.75 acre site.

**Scenario 4: Cumulative Year 2035 Baseline (No Project) Condition.** Forecasted growth is derived from the Alameda Countywide Travel Demand Model model, based on growth attributable to the City. Growth is then applied to existing traffic counts.

**Scenario 5: Cumulative Year 2035 with Project Condition.** Level of service based on Cumulative Year 2035 Baseline No Project volumes plus Peak-Hour traffic generated by the proposed project. This scenario assumes full buildout of the proposed private school on the 8.75 acre site.

The following section presents an analysis of the Existing Conditions of various transportation system components. The components include roadways, intersections, transit service, bicycles, and pedestrians.

## 2. Existing Transportation System

This section provides an evaluation of traffic and transportation issues related to the proposed development project. A description of the existing transportation system facilities in terms of the roadway network facilities, intersections, transit service, bicycle, pedestrian and parking is provided below.

### 2.1 Roadway Network

The City of Newark roadway network is comprised of freeways, arterials, parkways, collector streets and local streets. **Figure 1** illustrates the roadway network.

Regional access to the city of Newark is provided via Interstate 880 and State Route 84.

**Interstate 880 (I-880)** – This freeway runs in the north-south direction through Newark. For the purposes of this study, however, the mainline and ramps are designated to run east-west, which is more geographically accurate. It is a major regional freeway serving the East Bay and South Bay, connecting State Route 17 in San Jose to Interstate 980 in Oakland. In the vicinity of the study area, it has three mixed-use lanes plus a High Occupancy Vehicle (HOV) lane in each direction. I-880 provides access to the study area via the interchanges at Mowry Avenue and Stevenson Boulevard.

**State Route 84 (SR-84)**– This six-lane, east-west facility, which contains one HOV lane in the westbound direction, serves the South Bay and Peninsula, connecting Interstate 880 in Newark and Interstate 101 in Menlo Park. Just west of Newark, SR-84 crosses the San Francisco Bay, becoming the Dumbarton Bridge.

Several local-serving arterials are included in this analysis. The following are descriptions of the local serving arterials and roadways.

**Mowry Avenue** – This is a north-south, six-lane arterial that runs perpendicular to I-880 in the project study area. It provides access to I-880, as well as residential, commercial, and retail areas. The posted speed limit for Mowry Avenue is 35 miles per hour (mph).

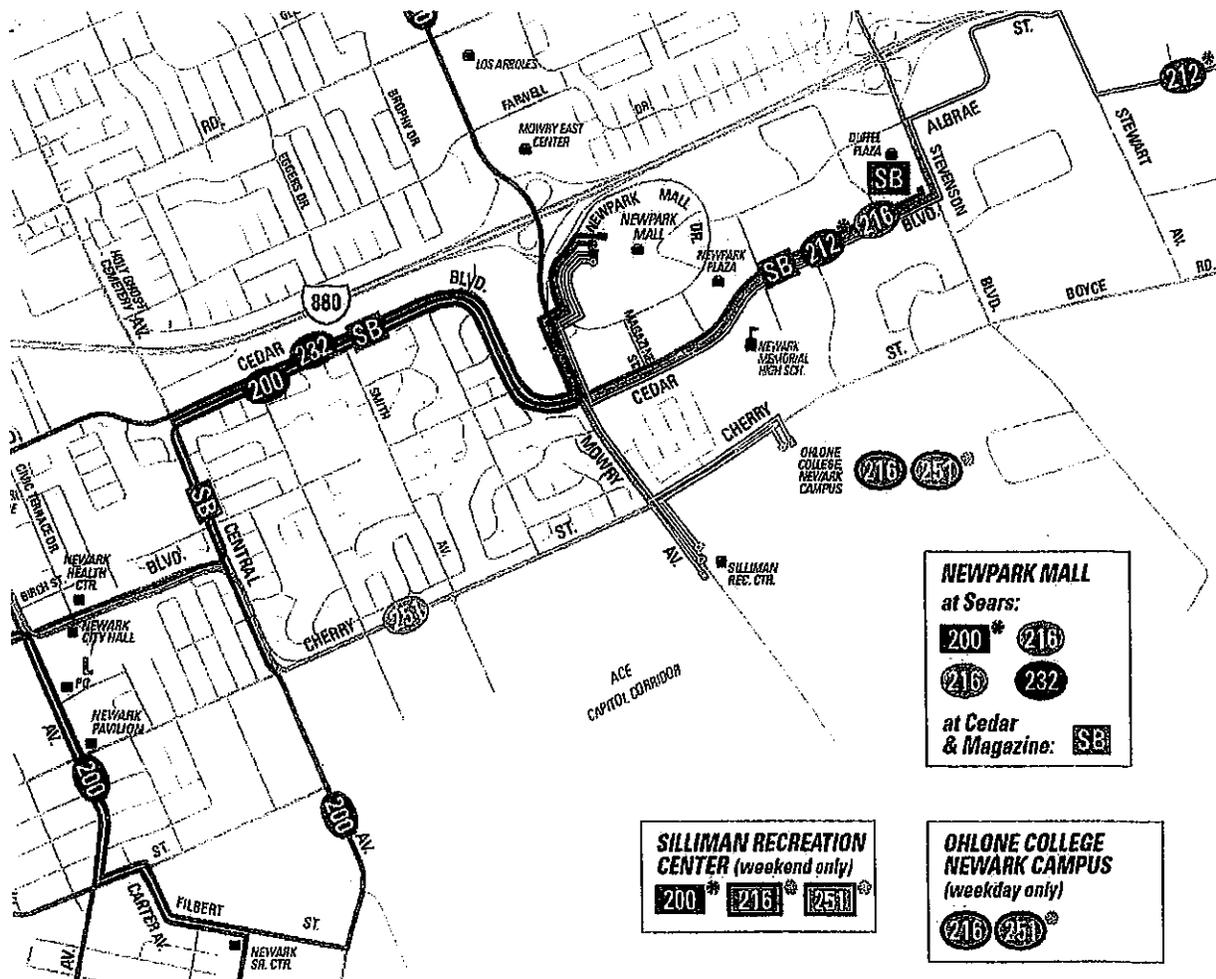
**Stevenson Boulevard** – This is a north-south, four- to six- lane arterial that runs perpendicular to I-880 in the project study area. It provides access to I-880, as well as residential, commercial, and retail areas. The posted speed limit for Stevenson Boulevard is 40 miles per hour (mph).

**Cherry Street** – This is an east-west, mostly four-lane, arterial running between Thornton Avenue and Stevenson Boulevard, which provides access to commercial, residential and industrial areas. The posted speed limit for Cherry Street is 45 miles per hour (mph).

## 2.2 Transit Facilities

Alameda-Contra Costa County (AC) Transit provides bus transit system to the cities in the East Bay. There are several bus routes running along major streets in Newark that serve as connectors to the Bay Area Rapid Transit (BART) Station in the City of Fremont. The BART system provides rail service between San Mateo, San Francisco, Alameda, and Contra Costa Counties, with a station in Fremont near Mowry Avenue and Civic Center Drive. The proposed project is located approximately four miles from the Fremont BART station. **Figure 3** shows AC Transit bus routes<sup>1</sup> which currently operate in the project study area.

Figure 3 AC Transit Route Map



Source: www.actransit.org

<sup>1</sup> AC Transit bus routes and schedules based on information published in July 2014. www.actransit.org

**Route 200** starts at the Fremont BART Station in the city of Fremont and ends at the Union City BART station in the city of Union City. In the vicinity of the study area, it travels along Mowry Avenue and Cedar Boulevard. It operates with 30 minute headways on weekdays, and service is provided between 6:08 AM and 12:50 AM in both directions. Weekend service is available with 30 minute headways between 7:00 AM and 8:53 PM in both directions. On weekends, the route makes a stop at the Silliman Recreational Center, which is adjacent to the project site.

**Route 216** operates between the Union City BART station and Ohlone College (weekdays only). On weekends, Route 216 terminates at the Silliman Recreational Center. It travels along Stevenson Boulevard, Cedar Boulevard, and on weekdays, Cherry Street, in the vicinity of the project. The route operates on 60 minute headways on weekdays with service from 7:10 AM until 7:57 PM in the northbound direction and from 5:15 AM until 10:23 PM in the southbound direction. Weekend service is available with 60 minute headways between 7:02 AM and 7:49 PM in the northbound direction and between 7:02 AM and 7:52 PM in the southbound direction.

**Route 251** runs between the Fremont BART station and Ohlone College (weekdays only). On weekends, Route 216 terminates at the Silliman Recreational Center. It operates along Central Avenue and Cherry Street in the vicinity of the project. It operates with 60 minute headways on weekdays with service between 6:43 AM and 8:07 PM in the eastbound direction and 6:13 AM and 7:37 PM in the westbound direction. Weekend service is available with 60 minute headways between 6:40 AM and 7:04 PM in the eastbound direction and between 7:10 AM and 7:34 PM in the westbound direction.

## 2.3 Pedestrian Facilities

Based on a recent site visit, pedestrian facilities within the vicinity of the project site include sidewalks, crosswalks, curb ramps and traffic signals with pedestrian crosswalks. Pedestrian traffic flow is relatively light in the vicinity of the project site.

There are crosswalks and traffic signals with flashing "Walk/Don't Walk" pedestrian signals at the intersections of Mowry Avenue and Cherry Street, and Ohlone College and Cherry Street.

## 2.4 Bicycle Facilities

The 2013 City of Newark General Plan indicates bicycle facilities in the vicinity of the project. The existing system consists of three classifications of bicycle facilities:

- Class I Bikeway (bike path) – completely separated, with paved right of way (shared with pedestrians) which excludes general motor vehicle traffic.
- Class II Bikeway (bike lane) – provides a striped and stenciled lane for one-way bike travel on a street or highway.
- Class III Bikeway (bike route) – a shared use roadway with motor vehicle traffic and is only identified by signage.

In the vicinity of the project site, a combination of Class II and Class III bicycle lanes are provided on Cherry Street.

## 2.5 Parking Facilities

There is no on-street parking on Cherry Street adjacent to the Project site between Mowry Avenue and Stevenson Boulevard. The existing site has 447 off-street parking spaces and generates no demand for parking.



### 3. Level-of-Service (LOS) Analysis Methodology

To evaluate traffic conditions as well as provide a basis for comparison of conditions before and after project-generated traffic is added to the street system, intersection Level-of-Service (LOS) analysis was evaluated at all twelve study intersections. Signal timing sheets (signal timing plans for signalized intersections) were provided by City and Caltrans staff and used in this analysis.

#### 3.1 Level of Service (LOS) Definition

Per the City of Newark requirements, traffic conditions for the study intersections were evaluated using the methodologies provided in the 2000 Highway Capacity Manual (HCM). For reference purposes, Level of Service as defined in the HCM is a quality measure describing operating conditions within a traffic stream. It is generally described in terms such as speed and travel time, freedom to maneuver, traffic interruptions, and comfort and convenience. Level of Service at study intersections was calculated using Synchro 8.0 software.

The LOS evaluation indicates the degree of congestion that occurs during peak travel periods and is the principal measure of roadway and intersection performance. Level of Service can range from "A" representing free-flow conditions, to "F" representing extremely long delays. LOS B and C signify stable conditions with acceptable delays. LOS D is typically considered acceptable for a peak hour in urban areas. LOS E is approaching capacity and LOS F represents conditions at or above capacity.

At signalized intersections, level of service is evaluated on the basis of average stopped delay for all vehicles at the intersection. **Table 1** defines the levels of service for signalized intersections based on HCM methodology.



Table 1 Signalized Intersections— Level-of-Service Thresholds

Level of Service	Average Stopped Delay (seconds/vehicle)	Description
A	≤ 10.0	Free flow; minimal to no delay
B	10.0 < and ≤ 20.0	Stable flow, but speeds are beginning to be restricted by traffic condition; slight delays.
C	20.0 < and ≤ 35.0	Stable flow, but most drivers cannot select their own speeds and feel somewhat restricted; acceptable delays.
D	35.0 < and ≤ 55.0	Approaching unstable flow, and drivers have difficulty maneuvering; tolerable delays.
E	55.0 < and ≤ 80.0	Unstable flow with stop and go; delays

Source: Transportation Research Board, Special Report 209, Highway Capacity Manual, Chapter 16-Signalized Intersections, 2000.

Notes: Control Delay per Vehicle (in seconds per vehicle)

### 3.2 Standards of Significance

The following LOS thresholds have been adopted by Caltrans and City of Newark for signalized intersections.

- Based on Caltrans level of service standards, an acceptable operating level of service is defined as LOS D or better.
- Based on the City of Newark level of service standards, an acceptable operating level of service is defined as LOS D or better at all signalized intersections during the peak hours. LOS E or F at individual intersections may be acceptable under limited circumstances.
- For intersections operating at unacceptable levels (LOS E or F), a delay increase of between two to four seconds due to the addition of project related traffic is typically considered as the threshold for a significant impact. For this analysis, two separate significance criteria were considered, one for intersections operated by the City of Newark and one for intersections operated by Caltrans.
  - For intersections operated by the City of Newark, a delay increase of more than four seconds at intersections operating at LOS E or F intersections was considered a significant impact.
  - For intersections operated by Caltrans, an LOS of E or F that was not maintained was considered a significant impact.

#### 4. Existing Condition

Turning movement counts at nine of the twelve study intersections were taken from an updated traffic analysis for the nearby Southwest Newark Residential and Recreational Project (Areas 3 and 4), which were conducted during a typical weekday AM and PM peak period in either January or May 2014. Turning movement counts for the remaining three intersections, Cherry Street and Ohlone College, Stevenson Boulevard and I-880 SB Off-Ramp, and Stevenson Boulevard and I-880 NB Off-Ramp, were conducted at all study intersections during a typical weekday AM peak and PM school peak period in June 2014. An intersection turning movement count consisted of counting each vehicle at each study intersection location by turning movement, and included documenting intersection geometry diagrams and signal phasing. Average daily traffic (ADT) counts were also conducted along Cherry Street, Mowry Avenue, and Stevenson Boulevard in the same period.

Because the PM peak period defined for the counts taken from the updated traffic analysis for the nearby Southwest Newark Residential and Recreational Project (Areas 3 and 4) was 4:00 PM to 6:00 PM, the counts were adjusted to reflect traffic during the school PM peak period (2:00 PM to 4:00 PM). This was done by scaling the counts by directional factors obtained from ADT counts, which were the ratios of the PM school peak hour count and the PM peak hour count. From this point on, the school PM peak hour will simply be referred to as "PM peak hour".

To compensate for the fact that the counts for the three intersections not included in the previous study were conducted after the end of Ohlone College's school year, volumes based on ITE trip generation estimates for a community college were added to the counts. **Table 2** presents trip generation estimates for Ohlone College.

Signal timing plans were obtained from the City of Newark and Caltrans. **Appendix A** includes the detailed intersection count sheets for the AM and PM peak periods. **Figure 4** illustrates the existing traffic volumes at each study intersection. The intersections and their corresponding existing levels of service are presented in **Table 3**. **Appendix B** includes the detailed calculation level-of-service analysis sheets for each intersection, including the AM and PM peak hours.



Table 2 Trip Generation Estimates for Ohlone College

Land Use	Size	Units	Daily ADT		AM Peak Hour				PM Peak Hour						
			Trip rate	Total Trips	Trip Rate	Percentage		Trips	Total Trips	Trip Rate	Percentage		Trips	Total Trips	
						In	Out				In	Out			In
Community College <sup>1</sup>	130	ksf	27.49	3,574	2.99	74%	26%	288	101	2.64	44%	56%	151	192	343
<b>Total</b>				<b>3,574</b>			<b>288</b>	<b>101</b>					<b>151</b>	<b>192</b>	<b>343</b>

Source: ITE Trip Generation Manual, Vol 3, 2012

<sup>1</sup>Junior/ Community College, ITE Land Use Code No. 540

Figure 4 Existing Condition Intersection Turn Movement Volumes

Table 3 Existing Condition LOS Summary

Intersection	AM Peak Hour		PM Peak Hour	
	Delay	LOS	Delay	LOS
1. Mowry Ave & Cherry St	<b>66.9</b>	<b>E</b>	28.4	C
2. Mowry Ave & Cedar Blvd	32.5	C	39	D
3. Mowry Ave & Newpark Mall/ Alpenrose Ct	35.3	D	50.1	D
4. Mowry Ave & I-880 SB Off Ramp	11.3	B	15	B
5. Mowry Ave & I-880 NB Off Ramp	5.5	A	11.2	B
6. Central Ave & Cherry St	<b>590.5</b>	<b>F</b>	<b>279.4</b>	<b>F</b>
7. Ohlone College & Cherry St	10.9	B	8.5	A
8. Stevenson Blvd & Cherry St	<b>71.3</b>	<b>E</b>	23.8	C
9. Stevenson Blvd & Cedar Blvd	8.7	A	6.5	A
10. Stevenson Blvd & Balentine Dr	<b>55.1</b>	<b>E</b>	<b>264.6</b>	<b>F</b>
11. Stevenson Blvd & I-880 SB Off Ramp	10.5	B	15.4	B
12. Stevenson Blvd & I-880 NB Off Ramp	8.8	A	11.5	B

Source: DKS Associates, 2014.

Notes: Average Delay (seconds per vehicle), LOS: Level of Service  
 Intersections operating below acceptable LOS are in **bold**.

According to intersection level-of-service standards, all signalized study intersections operate at acceptable levels of service under the existing conditions, except at the intersections of Mowry Avenue and Cherry Street (LOS E in the AM peak hour), Central Avenue and Cherry Street (LOS F in the AM and PM peak hours), and Stevenson Boulevard and Balentine Drive (LOS E in the AM peak hour and LOS F in the PM peak hour).



## 5. Near-Term Condition

Volumes from nearby projects already approved or in the process of being approved were then added to existing counts to obtain volumes for Near Term Condition. The projects included were:

- Cherry Logistics Center, located at 38811 Cherry Street, and
- Southwest Newark Residential and Recreational Project (Areas 3 and 4), which encompasses the block the project site is located, as well as the open space extending southwest into Mowry Slough

Near-term project volumes for the AM and PM peak hours are shown in

**Figure 5.** Volumes for the Near Term Condition are illustrated in **Figure 6.** The intersections and their corresponding existing levels of service are presented in **Table 4.**

Table 4 Near-Term Condition LOS Summary

Intersection	AM Peak Hour		PM Peak Hour	
	Delay	LOS	Delay	LOS
1. Mowry Ave & Cherry St	<b>99.4</b>	F	37.9	D
2. Mowry Ave & Cedar Blvd	39.7	D	45.9	D
3. Mowry Ave & Newpark Mall/ Alpenrose Ct	37	D	52.8	D
4. Mowry Ave & I-880 SB Off Ramp	10.9	B	14.9	B
5. Mowry Ave & I-880 NB Off Ramp	6.9	A	11.5	B
6. Central Ave & Cherry St	<b>630.7</b>	F	<b>284.6</b>	F
7. Ohlone College & Cherry St	10.9	B	8.5	A
8. Stevenson Blvd & Cherry St	<b>71.3</b>	E	23.8	C
9. Stevenson Blvd & Cedar Blvd	9.5	A	8.5	A
10. Stevenson Blvd & Balentine Dr	<b>112.4</b>	F	<b>283.1</b>	F
11. Stevenson Blvd & I-880 SB Off Ramp	10.1	B	15.2	B
12. Stevenson Blvd & I-880 NB Off Ramp	9.5	A	15.1	B

Source: DKS Associates, 2014.

Notes: Average Delay (seconds per vehicle), LOS: Level of Service  
Intersections operating below acceptable LOS are in **bold**.

According to intersection level-of-service standards, all signalized study intersections operate at acceptable levels of service under the existing conditions, except at the intersections of Mowry Avenue and Cherry Street (LOS F in the AM peak hour), Central Avenue and Cherry Street (LOS F in the AM and PM peak hours), Stevenson Boulevard and Cherry Street (LOS E in the AM peak hour) and Stevenson Boulevard and Balentine Drive (LOS E in the AM peak hour and LOS F in the PM peak hour).

Figure 5 Near Term Project Turn Movement Volumes

Figure 6 Near Term Condition Turning Movement Volumes

## 6. Project – Generated Traffic

This section evaluates project-generated traffic estimated for the proposed project. The amount of traffic associated with a project is estimated using a three-step process: (1) trip generation, (2) trip distribution, and (3) trip assignment. Trip generation is the process of predicting the number of peak-hour trips a proposed development would contribute to the roadways, and whether these trips would be entering or exiting the site. After the number of trips is determined, the distribution process projects the direction these trips use to approach and depart the site, from a regional perspective. Trip assignment involves determining which specific roadways a vehicle would use to travel between its origin and destination.

### 6.1 Significance Criteria and Project Impacts

Significant traffic impacts at signalized intersections are defined to occur when the addition of project traffic causes:

- Intersection operations to deteriorate from LOS D or better to LOS E or F after the addition of project-generated traffic; or
- A substantial increase in average delay at an intersection operating at LOS E or F.
- For intersections operating at unacceptable levels (LOS E or F), a delay increase of between two to four seconds due to the addition of project related traffic is typically considered as the threshold for a significant impact. For this analysis, two separate significance criteria were considered, one for intersections operated by the City of Newark and one for intersections operated by Caltrans.
  - For intersections operated by the City of Newark, a delay increase of more than four seconds at intersections operating at LOS E or F intersections was considered a significant impact.
  - For intersections operated by Caltrans, an LOS of E or F that was not maintained was considered a significant impact.

### 6.2 Roadway Improvements

For the 2035 Cumulative Baseline and 2035 Cumulative Baseline with Project scenarios, the intersections of Cherry Street and Mowry Avenue and Cherry Street and Stevenson Boulevard was assumed to be built-out according to the current City of Newark General Plan. Details of the assumed full buildout are shown in **Figure 1**.

## 6.3 Project Trip Generation, Distribution, and Assignment

### 6.3.1 Trip Generation

Trip generation of the proposed project was based on the Institute of Transportation Engineers (ITE) Trip Generation Manual, 8<sup>th</sup> Edition (2009), as summarized in **Table 5**, for the AM and PM peak hours, respectively. Due to the absence of a daily trip rate in the ITE Trip Generation Manual, The daily trip rate was calculated based on an average of daily trip generation rates from day cares and public elementary and middle schools weighted by relative proportions of the expected student body.

The proposed project would generate 2,399 daily trips, including 1,181 net new AM peak hour trips (650 inbound, 531 outbound) and 665 net new PM peak hour trips (326 inbound, 339 outbound). Of the total number of trips each day, there is an assumption that trips will be made for either school or work purposes.



Table 5 Project Trip Generation

Land Use	Size	Units	Daily ADT		AM Peak Hour						PM Peak Hour					
			Trip rate	Total Trips	Trip Rate	Percentage		Trips		Trip Rate	Percentage		Trips		Total Trips	
						In	Out	In	Out		In	Out	In	Out		
Private School (K-8) <sup>1</sup>	101.9	ksf	*	2,399 <sup>2</sup>	11.59	55%	45%	650	531	6.53	49%	51%	326	339	665	
<b>Total</b>				<b>0</b>				<b>650</b>	<b>531</b>				<b>326</b>	<b>339</b>	<b>665</b>	

Source: ITE Trip Generation Manual 9th Edition, Vol 3, 2012

<sup>1</sup>Private School (K-8), ITE Land Use Code No. 534; description also includes preschool students.

<sup>2</sup>Calculated from a sum of day care, and public middle and elementary school weekday trip generation rates multiplied by the number of students in each respective class. It was assumed that for the K-8 portion of the student body, there would be an equal number of students in each grade.

\*Day Care Weekday Daily Rate, ITE Land Use Code No. 565: 4.38 trips per student

Elementary School (K-5) Weekday Daily Rate, ITE Land Use Code No. 520: 1.29 trips per student

Middle School/Junior High School (6-8) Weekday Daily Rate, ITE Land Use Code No. 522: 1.62 trips per student

Student body breakdown: 240 preschool students, 960 K-8 students (assume each K-8 class contains approximately 107 students)

### 6.3.2 Trip Distribution

The direction of approach and departure for project trips vary depending on the type of land use. DKS reviewed traffic volumes, turning movements at the intersections, and locations of various land uses as part of this analysis. Trip distribution patterns were derived in consultation with City of Newark staff. The trip distribution patterns are illustrated in **Figure 7**.



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Figure 7 Project Trip Assignment

### 6.3.3 Trip Assignment

Project-generated trips were assigned to the roadway network based on access points, trip distribution assumptions and likely travel patterns. The proportion of these trips that would travel through the study intersections was used for the intersection LOS analysis under the project condition. **Figure 8** illustrates the Peak Hour Project Trips at each study intersection for the AM and PM peak hour under each Circulation Scenario, which are described below.

Within the project vicinity, several circulation scenarios were assessed, where project turn movements would vary at intersections along Cherry Street:

- Circulation Scenario 1: Current street configuration. No changes made to the existing streetscape. As shown on the site plan in **Figure 2**, the existing east and west driveways will function as separate ingress and egress. Entering and exiting can only be made by right turn. Because of the median, incoming westbound and outgoing eastbound trips will have to make U-turns at the intersections of Cherry Street and Mowry Avenue and Cherry Street and Stevenson Avenue, respectively.
- Circulation Scenario 2: Removal of median to allow left turns into the Project Site. The two project driveways will function in the same way as in Scenario 1, except at the west driveway. There, the existing median will be removed so that westbound vehicles can turn left into the project site. Outgoing westbound trips will have to make a U-turn at the intersection of Cherry Street and Stevenson Avenue.
- Circulation Scenario 3: Entrance to Project Site via adjacent Ohlone College Site. A road connecting the project site and the Ohlone College campus would enable incoming trips to the project site to use the intersection of Cherry Street and Ohlone College. It was assumed that only westbound inbound trips would use the intersection as an entrance to the school and eastbound inbound trips would continue to use the east driveway. All outgoing trips would exit via the west driveway and turn right onto Cherry Street. Westbound outgoing trips would then make a U-turn at the intersection of Cherry Street and Stevenson Avenue.

### 6.3.4 Parking Demand

Project-generated parking demand is based on the Institute of Transportation Engineers Parking Generation Manual, 4<sup>th</sup> Edition (2010). As there is no rate included in the manual for a combined school, the rates for elementary and middle school use were used for their respective population of students. There was also no rate included for preschool, and so the higher of the two rates is used as a conservative estimate. As shown in **Table 6**, on a daily basis the Proposed Project would generate a demand for 172 spaces.



Table 6 Daily Project Parking Demand

Land Use	Number of Students	Demand per Student	Parking Demand
Preschool <sup>1</sup>	240	0.17	41
Elementary School <sup>1</sup>	560	0.17	95
Middle School <sup>2</sup>	400	0.09	36
<b>Total</b>	<b>1,200</b>		<b>172</b>

*Source: ITE Parking Generation Manual 4th Edition, 2010*

<sup>1</sup>Elementary School, ITE Land Use Code No. 520

<sup>2</sup>Middle School/Junior High School, ITE Land Use Code No. 522



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Figure 8 AM Peak Hour Project Trips

Figure 9 PM Peak Hour Project Trips

## 7. Near-Term Plus Project Condition

Project trips were then added to near-term volumes to obtain the Near Term Plus Project Condition turn movement volumes for each of the three site circulation scenarios mentioned in the previous chapter, which are shown in **Figure 10** and **Figure 11** for the AM and PM peak hours, respectively.

All intersections were evaluated for the Project Conditions under the City of Newark significance criteria as outlined in Section 3.2 of this report. The intersections and their corresponding Near-Term Plus Project Condition levels of service are presented in **Table 7.7.2 Project Impacts**

According to the LOS standards of significance for intersections outlined in Section 6.1, the Proposed Project will result in impacts at the following intersections (under all three site circulation scenarios, unless noted):

- Mowry Avenue and Cherry Street (AM peak hour)
- Mowry Avenue and Cedar Boulevard (AM peak hour)
- Mowry Avenue and Newpark Mall/Alpenrose Ct (PM peak hour)
- Central Avenue and Cherry Street (AM and PM peak hours)
- Ohlone College and Cherry Street (Circulation scenario 3 - AM peak hour)
- Stevenson Boulevard and Balentine Drive (AM and PM peak hours, except during the PM peak hour under Circulation Scenario 3)

A comparison between the Near Term Condition and Near-Term Plus Project Condition levels of service are presented in **Table 8** for the AM peak hour and **Table 9** for the PM peak hour.

**Appendix B** includes the detailed calculation level-of-service analysis sheets for all study intersections, during both peak hours.

### 7.1 Intersection Operations

According to intersection level-of-service standards, all signalized study intersections operate at acceptable levels of service under Near-Term Plus Project conditions, except for the following intersections under all three circulation scenarios:

- Mowry Avenue and Cherry Street (LOS F in the AM peak hour)
- Mowry Avenue and Cedar Boulevard (LOS E in the AM peak hour)
- Mowry Avenue and Newpark Mall/Alpenrose Ct (LOS E in the PM peak hour)
- Central Avenue and Cherry Street (LOS F in the AM and PM peak hours)
- Ohlone College and Cherry Street (Circulation scenario 3 - LOS E in the AM peak hour)
- Stevenson Boulevard and Cherry Street (LOS E in the AM peak hour)
- Stevenson Boulevard and Balentine Drive (LOS F in the AM and PM peak hours)



Figure 10 Near-Term Plus Project Turn Movement Volumes – AM Peak Hour



Figure 11 Near-Term Plus Project Turn Movement Volumes – PM Peak Hour



Table 7 Near-Term Plus Project LOS Summary

Intersection	Circulation Scenario 1				Circulation Scenario 2				Circulation Scenario 3			
	AM		PM		AM		PM		AM		PM	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1. Mowry Ave & Cherry St	>120	F	49.2	D	>120	F	48.2	D	>120	F	48.2	D
2. Mowry Ave & Cedar Blvd	56.9	E	48.0	D	56.9	E	48.0	D	56.9	E	48.0	D
3. Mowry Ave & Newpark Mall/ Alpenrose Ct	44.3	D	<b>73.7</b>	E	44.3	D	<b>73.7</b>	E	44.3	D	<b>73.7</b>	E
4. Mowry Ave & I-880 SB Off Ramp	9.5	A	14.6	B	9.5	A	14.6	B	9.5	A	14.6	B
5. Mowry Ave & I-880 NB Off Ramp	6.8	A	10.8	B	6.8	A	10.8	B	6.8	A	10.8	B
6. Central Ave & Cherry St	>120	F	>120	F	>120	F	>120	F	>120	F	>120	F
7. Ohlone College & Cherry St	33.3	C	9.0	A	33.3	C	9.0	A	<b>57.1</b>	E	10.4	B
8. Stevenson Blvd & Cherry St	<b>70.2</b>	E	29.5	C	<b>70.2</b>	E	29.5	C	<b>70.2</b>	E	29.5	C
9. Stevenson Blvd & Cedar Blvd	10.3	B	9.4	A	10.3	B	9.4	A	10.3	B	9.4	A
10. Stevenson Blvd & Balentine Dr	>120	F	>120	F	>120	F	>120	F	>120	F	>120	F
11. Stevenson Blvd & I-880 SB Off Ramp	10.2	B	15.4	B	10.2	B	15.3	B	10.2	B	15.3	B
12. Stevenson Blvd & I-880 NB Off Ramp	9.5	A	15.3	B	9.5	A	15.3	B	9.5	A	15.3	B

Source: DKS Associates, 2014.

Notes: Average Delay (seconds per vehicle), LOS: Level of Service

Intersections operating below acceptable LOS are in **bold**.

<sup>1</sup>LOS reported based on critical movement, which is denoted in parentheses; uncontrolled in circulation scenarios 1 and 3.

<sup>2</sup>At T-intersections, LOS is based on worst approach, which is denoted in parentheses.



Table 8 Near-Term vs. Near-Term Plus Project LOS Comparison Summary—AM Peak Hour

Intersection	Near-Term (No Project)		Near-Term Plus Project Circulation Scenario 1		Difference	Near-Term Plus Project Circulation Scenario 2		Difference	Near-Term Plus Project Circulation Scenario 3		Difference	Circulation Scenario 1: Potentially Significant Impact?	Circulation Scenario 2: Potentially Significant Impact?	Circulation Scenario 3: Potentially Significant Impact?
	Delay	LOS	Delay	LOS		Delay	LOS		Delay	LOS				
1. Mowry Ave & Cherry St	99.4	F	>120	F	111.7	>120	F	68.1	>120	F	68.1	Y	Y	Y
2. Mowry Ave & Cedar Blvd	39.7	D	56.9	E	17.2	56.9	E	17.2	56.9	E	17.2	Y	Y	Y
3. Mowry Ave & Newport Mall/ Alpenrose Ct	37.0	D	44.3	D	7.3	44.3	D	7.3	44.3	D	7.3	N	N	N
4. Mowry Ave & I-880 SB Off Ramp	10.9	B	9.5	A	-1.4	9.5	A	-1.4	9.5	A	-1.4	N	N	N
5. Mowry Ave & I-880 NB Off Ramp	6.9	A	6.8	A	-0.1	6.8	A	-0.1	6.8	A	-0.1	N	N	N
6. Central Ave & Cherry St	>120	F	>120	F	>120	>120	F	>120	>120	F	>120	Y	Y	Y
7. Ohlone College & Cherry St	10.9	B	33.3	C	22.4	33.3	C	22.4	33.3	C	22.4	N	N	Y
8. Stevenson Blvd & Cherry St	71.3	E	70.2	E	-1.1	70.2	E	-1.1	70.2	E	-1.1	N	N	N
9. Stevenson Blvd & Cedar Blvd	9.5	A	10.3	B	0.8	10.3	B	0.8	10.3	B	0.8	N	N	N
10. Stevenson Blvd & Balentine Dr	112.4	F	>120	F	23.7	>120	F	23.7	>120	F	23.7	Y	Y	Y
11. Stevenson Blvd & I-880 SB Off Ramp	10.1	B	10.2	B	0.1	10.2	B	0.1	10.2	B	0.1	N	N	N
12. Stevenson Blvd & I-880 NB Off Ramp	9.5	A	9.5	A	0.0	9.5	A	0.0	9.5	A	0.0	N	N	N

Source: DKS Associates, 2014.

Notes: Average Delay (seconds per vehicle), LOS: Level of Service intersections operating below acceptable LOS are in bold.



Table 9 Near-Term vs. Near-Term Plus Project LOS Comparison Summary—PM Peak Hour

Intersection	Near-Term (No Project)		Near-Term Plus Project Circulation Scenario 1		Near-Term Plus Project Circulation Scenario 2		Near-Term Plus Project Circulation Scenario 3		Difference	Circulation Scenario 1: Potentially Significant Impact?	Circulation Scenario 2: Potentially Significant Impact?	Circulation Scenario 3: Potentially Significant Impact?
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS				
1. Mowry Ave & Cherry St	37.9	D	49.2	D	48.2	D	10.3	D	10.3	N	N	N
2. Mowry Ave & Cedar Blvd	45.9	D	48.0	D	48.0	D	2.1	D	2.1	N	N	N
3. Mowry Ave & Newpark Mall/Alpenrose Ct	52.8	D	73.7	E	73.7	E	20.9	E	20.9	Y	Y	Y
4. Mowry Ave & I-880 SB Off Ramp	14.9	B	14.6	B	14.6	B	-0.3	B	-0.3	N	N	N
5. Mowry Ave & I-880 NB Off Ramp	11.5	B	10.8	B	10.8	B	-0.7	B	-0.7	N	N	N
6. Central Ave & Cherry St	>120	F	>120	F	>120	F	49.8	F	49.8	Y	Y	Y
7. Ohlone College & Cherry St	8.5	A	9.0	A	9.0	A	0.5	A	0.5	N	N	N
8. Stevenson Blvd & Cherry St	23.8	C	29.5	C	29.5	C	5.7	C	5.7	N	N	N
9. Stevenson Blvd & Cedar Blvd	8.5	A	9.4	A	9.4	A	0.9	A	0.9	N	N	N
10. Stevenson Blvd & Balentine Dr	>120	F	>120	F	>120	F	7.0	F	7.0	Y	Y	Y
11. Stevenson Blvd & I-880 SB Off Ramp	15.2	B	15.4	B	15.3	B	0.2	B	0.1	N	N	N
12. Stevenson Blvd & I-880 NB Off Ramp	15.1	B	15.3	B	15.3	B	0.2	B	0.2	N	N	N

Source: DKS Associates, 2014.

Notes: Average Delay (seconds per vehicle), LOS: Level of Service intersections operating below acceptable LOS are in bold.

## 7.2 Project Impacts

According to the LOS standards of significance for intersections outlined in Section 6.1, the Proposed Project will result in impacts at the following intersections (under all three site circulation scenarios, unless noted):

- Mowry Avenue and Cherry Street (AM peak hour)
- Mowry Avenue and Cedar Boulevard (AM peak hour)
- Mowry Avenue and Newpark Mall/Alpenrose Ct (PM peak hour)
- Central Avenue and Cherry Street (AM and PM peak hours)
- Ohlone College and Cherry Street (Circulation scenario 3 - AM peak hour)
- Stevenson Boulevard and Balentine Drive (AM and PM peak hours, except during the PM peak hour under Circulation Scenario 3)

The Proposed Project is considered to have a **less-than-significant** impact on study intersections and corresponding peak hours not listed above.

Several approaches were considered in mitigating impacts, which were:

- Physical mitigation and optimized timing, which included adding lanes to corresponding approaches of critical turn movements and updating signal timing to accommodate changes in traffic patterns,
- Travel demand management program implementation, in which the school would stage pick-ups and drop-offs, and as a result, reduce its peak hour trip generation rate, and a
- Combination of travel demand management program and optimized signal timing.

Refer to **Appendix B** for detailed level of service calculations for proposed mitigations.

### 7.2.1 Possible Mitigation Measures – Physical Mitigation & Optimized Signal Timing

Under the Near-Term Condition, the signalized intersection of Mowry Avenue and Cherry Street operates at LOS F during the AM peak hour. The Proposed Project would add 111.7 seconds of delay under Circulation Scenario 1, and 68.1 seconds of delay under Circulation Scenarios 2 and 3, which are well above the threshold of 4.0 seconds, as stated in the City of Newark impact significance criteria. Therefore, the Proposed Project would have a significant impact to the near-term operating conditions of the intersection. The intersection is already signalized, and although the City of Newark plans to add a second southbound left turn lane, the critical movements at the intersection are the eastbound-through and southbound-left turn movements. The area is already fairly built out and does not have room for physical mitigations. Possible mitigations are pending City input. Given the lack of feasible mitigation, the Proposed Project's impact on the intersection of Mowry Avenue and Cherry Street is **significant and unavoidable**.



The signalized intersection of Mowry Avenue and Cedar Boulevard operates at LOS E during the AM peak hour under the Near-Term Condition. The Proposed Project would add 17.2 seconds of delay under Circulation Scenario 1, 2, and 3, which is well above the threshold of 4.0 seconds, as stated in the City of Newark impact significance criteria. Therefore, the Proposed Project would have a significant impact to the near-term operating conditions of the intersection. The intersection is already signalized, and the critical movement at the intersection is the southbound-through movement. Adding a third southbound-through lane would improve intersection operations to an acceptable level of "D", but area is already fairly built out and does not have room for physical mitigations. Possible mitigations are pending City input. Given the lack of feasible mitigation, the Proposed Project's impact on the intersection of Mowry Avenue and Cedar Boulevard is **significant and unavoidable**.

The signalized intersection of Mowry Avenue and Newpark Mall/Alpenrose Court operates at LOS E during the PM peak hour under the Near-Term Condition. The Proposed Project would add 20.9 seconds of delay under Circulation Scenario 1, 2, and 3, which is well above the threshold of 4.0 seconds, as stated in the City of Newark impact significance criteria. Therefore, the Proposed Project would have a significant impact to the near-term operating conditions of the intersection. The intersection is already signalized, and the critical movements at the intersection are the northbound- and southbound-through movements. Adding a westbound-through lane would improve LOS to a level better than that of under the Near Term Condition (to LOS C, from LOS D), resulting in the Proposed Project posing a less-than significant impact on intersection operations, but the area is already fairly built out and does not have room for physical mitigations. Possible mitigations are pending City input. Given the lack of feasible mitigation, the Proposed Project's impact on the intersection of Mowry Avenue and Newpark Mall/Alpenrose Court is **significant and unavoidable**.

The signalized intersection of Central Avenue and Cherry Street operates at LOS F during the AM and PM peak hours under the Near-Term Condition. The Proposed Project would add 131.1 seconds and 49.8 seconds of delay for the AM and PM peak hours, respectively, under Circulation Scenario 1, 2, and 3, which is well above the threshold of 4.0 seconds, as stated in the City of Newark impact significance criteria. Therefore, the Proposed Project would have a significant impact to the near-term operating conditions of the intersection. The intersection is already signalized, and the critical movements at the intersection are left turns from every approach. Updating signal timings for both peak hours would reduce delay significantly to a level below that of the Near Term condition during the AM peak hour (LOS remains "F") and improve LOS from unacceptable "F" to acceptable "C" in the PM peak hour, resulting in the Proposed Project posing a **less-than-significant** impact to intersection operations.

The signalized intersection of Ohlone College and Cherry Street operates at LOS B during the AM peak hour under the Near-Term Condition. The Proposed Project, under Circulation Scenario 3, would add 46.2 seconds of delay during the AM peak hour, which is well above the threshold of 4.0 seconds, as stated in the City of Newark impact significance criteria. Therefore, the Proposed Project would have a significant impact to the near-term operating conditions of the intersection. The intersection is already signalized, and the critical movement at the intersection is the eastbound-through movement. Updating



signal timings would improve intersection operations to an acceptable LOS C, resulting in the Proposed Project posing a **less-than-significant** impact.

Under the Near-Term Condition, the signalized intersection of Stevenson Boulevard and Balentine Drive operates at LOS F during the AM peak hour. The Proposed Project would add 23.7 seconds of delay under all three circulation scenarios, which is well above the threshold of 4.0 seconds, as stated in the City of Newark impact significance criteria. Therefore, the Proposed Project would have a **significant** impact to the near-term operating conditions of the intersection. The intersection is already signalized, and the critical movements at the intersection are the northbound-through and southbound-left turn movements. The area is already fairly built out and does not have room for physical mitigations. Possible mitigations are pending City input. Given the lack of feasible mitigation, the Proposed Project's impact on the intersection of Stevenson Boulevard and Balentine Drive is **significant and unavoidable**.

Due to the lack of feasibility and high costs, physically modifying significantly impacted study intersections as mitigation is not recommended.

### 7.2.2 Possible Mitigation Measures – Travel Demand Management Program Implementation

Implementation of a Travel Demand Management (TDM) program in order to reduce peak hour trip generation in the form of staged pick-ups/drop-offs may prove useful in reducing impacts to the study intersections. In this analysis, DKS assumed a trip generation reduction of 50% as a result of a TDM program implemented at the Proposed Project, which from this point on, will be referred to as “TDM Program”. For simplicity, only Circulation Scenario 2 was evaluated, due to the presence of the west driveway being potentially signalized. Intersection turn movement volumes for the AM and PM peak hours under the TDM program are shown on **Figure 12**. A comparison between the Near Term Condition and Near-Term Plus Project Condition with TDM Program levels of service are presented in **Table 10** for the AM peak hour and **Table 11** for the PM peak hour.

During the AM and PM peak hours, the Proposed Project with TDM Program posed a significant impact at the following intersections:

- Mowry Avenue and Cherry Street (AM peak hour)
- Mowry Avenue and Newpark Mall/Alpenrose Ct (PM peak hour)
- Central Avenue and Cherry Street (AM and PM peak hours)
- Stevenson Boulevard and Balentine Drive (AM and PM peak hours)

Relative to the Near-Term Plus Project Condition, Near-Term Plus Project Condition with TDM Program had fewer significant impacts. The intersection that was previously significantly impacted under the Near-Term Plus Project Condition, but isn't under with the TDM Program implemented is Mowry Avenue and Cedar Boulevard during the AM peak hour.

As there are several study intersections still significantly impacted after implementation of the TDM Program, the use of a TDM Program only is insufficient to minimize significant impacts to study intersections in the vicinity of the Proposed Project.

Figure 12 Near-Term Plus Project Turn Movement Volumes – with TDM Program



Table 10 Near-Term vs. Near-Term Plus Project (with TDM Program) LOS Comparison Summary - AM Peak Hour

Intersection	Near-Term		Near-Term Plus Project (Circulation Scenario 2) -TDM		Difference	Potentially Significant Impact?
	Delay	LOS	Delay	LOS		
1. Mowry Ave & Cherry St	99.4	F	>120	F	31.5	Y
2. Mowry Ave & Cedar Blvd	39.7	D	44.5	D	4.8	N
3. Mowry Ave & Newpark Mall/ Alpenrose Ct	37.0	D	42.1	D	5.1	N
4. Mowry Ave & I-880 SB Off Ramp	10.9	B	10.1	B	-0.8	N
5. Mowry Ave & I-880 NB Off Ramp	6.9	A	6.8	A	-0.1	N
6. Central Ave & Cherry St	>120	F	>120	F	70.2	Y
7. Ohlone College & Cherry St	10.9	B	15.2	B	4.3	N
8. Stevenson Blvd & Cherry St	71.3	E	73.2	E	1.9	N
9. Stevenson Blvd & Cedar Blvd	9.5	A	9.9	A	0.4	N
10. Stevenson Blvd & Balentine Dr	112.4	F	>120	F	10.9	Y
11. Stevenson Blvd & I-880 SB Off Ramp	10.1	B	10.2	B	0.1	N
12. Stevenson Blvd & I-880 NB Off Ramp	9.5	A	9.5	A	0.0	N

Source: DKS Associates, 2014.

Notes: Average Delay (seconds per vehicle), LOS: Level of Service

Intersections operating below acceptable LOS are in **bold**.

<sup>1</sup>LOS reported based on critical movement, which is denoted in parentheses; uncontrolled in circulation scenarios 1 and 3.

<sup>2</sup>At T-intersections, LOS is based on worst approach, which is denoted in parentheses.



Table 11 Near-Term vs. Near-Term Plus Project (with TDM Program) LOS Comparison Summary - PM Peak Hour

Intersection	Near-Term		Near-Term Plus Project (Circulation Scenario 2) -TDM		Difference	Potentially Significant Impact?
	Delay	LOS	Delay	LOS		
1. Mowry Ave & Cherry St	37.9	D	41.0	D	3.1	N
2. Mowry Ave & Cedar Blvd	45.9	D	46.5	D	0.6	N
3. Mowry Ave & Newpark Mall/ Alpenrose Ct	52.8	D	<b>60.2</b>	E	7.4	Y
4. Mowry Ave & I-880 SB Off Ramp	14.9	B	14.7	B	-0.2	N
5. Mowry Ave & I-880 NB Off Ramp	11.5	B	11.0	B	-0.5	N
6. Central Ave & Cherry St	>120	F	>120	F	26.3	Y
7. Ohlone College & Cherry St	8.5	A	8.7	A	0.2	N
8. Stevenson Blvd & Cherry St	23.8	C	26.8	C	3.0	N
9. Stevenson Blvd & Cedar Blvd	8.5	A	8.9	A	0.4	N
10. Stevenson Blvd & Balentine Dr	>120	F	>120	F	3.2	N
11. Stevenson Blvd & I-880 SB Off Ramp	15.2	B	15.2	B	0.0	N
12. Stevenson Blvd & I-880 NB Off Ramp	15.1	B	15.2	B	0.1	N

Source: DKS Associates, 2014.

Notes: Average Delay (seconds per vehicle), LOS: Level of Service

Intersections operating below acceptable LOS are in **bold**.

<sup>1</sup>LOS reported based on critical movement, which is denoted in parentheses; uncontrolled in circulation scenarios 1 and 3.

<sup>2</sup>At T-intersections, LOS is based on worst approach, which is denoted in parentheses.

### 7.2.3 Possible Mitigation Measure - Combined TDM Program and Optimized Signal Timing

Optimizing signal timing at intersections significantly impacted can also reduce delay and improve LOS. A comparison of level of service among the Near Term Condition, Near-Term Plus Project Condition with TDM Program, and Near-Term Plus Project Condition with TDM Program and Optimized Signal Timing levels of service are presented in **Table 12** for the AM peak hour and **Table 13** for the PM peak hour. Intersections whose signal timings have been optimized are denoted with an (\*) in each table.

Compared to the Near-Term Plus Project Condition with TDM Program, Near-Term Plus Project Condition with TDM Program and Optimized Signal Timing has only one significantly impacted intersection, which is Mowry Avenue and Cherry Street. The impact at the intersection of Mowry

Avenue and Cherry Street, though reduced with the implementation of the TDM Program and optimized signal timing, will be **significant and unavoidable**, given its lack of other feasible mitigation options.



Table 12 Near-Term vs. Near-Term Plus Project with Mitigations LOS Comparison Summary - AM Peak Hour

Intersection	Near-Term		Near-Term Plus Project (Circulation Scenario 2) - TDM		Difference	Potentially Significant Impact?	Near-Term Plus Project - TDM + Optimized Timing		Difference	Potentially Significant Impact?
	Delay	LOS	Delay	LOS			Delay	LOS		
	1. Mowry Ave & Cherry St*	99.4	F	>120	F	31.5	Y	111.4	F	12.0
2. Mowry Ave & Cedar Blvd	39.7	D	44.5	D	4.8	N	44.5	D	4.8	N
3. Mowry Ave & Newport Mall/ Alpenrose Ct	37.0	D	42.1	D	5.1	N	42.1	D	5.1	N
4. Mowry Ave & I-880 SB Off Ramp	10.9	B	10.1	B	-0.8	N	10.1	B	-0.8	N
5. Mowry Ave & I-880 NB Off Ramp	6.9	A	6.8	A	-0.1	N	6.8	A	-0.1	N
6. Central Ave & Cherry St*	>120	F	>120	F	70.2	Y	114.9	F	-515.8	N
7. Ohlone College & Cherry St	10.9	B	15.2	B	4.3	N	15.2	B	4.3	N
8. Stevenson Blvd & Cherry St	71.3	E	73.2	E	1.9	N	73.2	E	1.9	N
9. Stevenson Blvd & Cedar Blvd	9.5	A	9.9	A	0.4	N	9.9	A	0.4	N
10. Stevenson Blvd & Balentine Dr*	112.4	F	>120	F	10.9	Y	97.5	F	-14.9	N
11. Stevenson Blvd & I-880 SB Off Ramp	10.1	B	10.2	B	0.1	N	10.2	B	0.1	N
12. Stevenson Blvd & I-880 NB Off Ramp	9.5	A	9.5	A	0.0	N	9.5	A	0.0	N

Source: DKS Associates, 2014.

Notes: Average Delay (seconds per vehicle), LOS: Level of Service

Intersections operating below acceptable LOS are in **bold**.

<sup>1</sup>LOS reported based on critical movement, which is denoted in parentheses; uncontrolled in circulation scenarios 1 and 3.

<sup>2</sup>At T-intersections, LOS is based on worst approach, which is denoted in parentheses.

\* Signal timing optimized under Near-Term Plus Project Condition with TDM Program + Optimized Timing



Table 13 Near-Term vs. Near-Term Plus Project with Mitigations LOS Comparison Summary - PM Peak Hour

Intersection	Near-Term		Near-Term Plus Project (Circulation Scenario 2) -TDM		Difference	Potentially Significant Impact?	Near-Term Plus Project - TDM + Optimized Timing		Difference	Potentially Significant Impact?
	Delay	LOS	Delay	LOS			Delay	LOS		
	1. Mowry Ave & Cherry St	37.9	D	41.0	D	3.1	N	41.0	D	3.1
2. Mowry Ave & Cedar Blvd	45.9	D	46.5	D	0.6	N	46.5	D	0.6	N
3. Mowry Ave & Newport Mall/ Alpenrose Ct*	52.8	D	60.2	E	7.4	Y	42.8	D	-10.0	N
4. Mowry Ave & I-880 SB Off Ramp	14.9	B	14.7	B	-0.2	N	14.7	B	-0.2	N
5. Mowry Ave & I-880 NB Off Ramp	11.5	B	11.0	B	-0.5	N	11.0	B	-0.5	N
6. Central Ave & Cherry St*	>120	F	>120	F	26.3	Y	28.5	C	-256.1	N
7. Ohlone College & Cherry St	8.5	A	8.7	A	0.2	N	8.7	A	0.2	N
8. Stevenson Blvd & Cherry St	23.8	C	26.8	C	3.0	N	26.8	C	3.0	N
9. Stevenson Blvd & Cedar Blvd	8.5	A	8.9	A	0.4	N	8.9	A	0.4	N
10. Stevenson Blvd & Balentine Dr**	>120	F	>120	F	3.2	N	>120	F	-43.2	N
11. Stevenson Blvd & I-880 SB Off Ramp	15.2	B	15.2	B	0.0	N	15.2	B	0.0	N
12. Stevenson Blvd & I-880 NB Off Ramp	15.1	B	15.2	B	0.1	N	15.2	B	0.1	N

Source: DKS Associates, 2014.

Notes: Average Delay (seconds per vehicle), LOS: Level of Service

Intersections operating below acceptable LOS are in bold.

<sup>1</sup>LOS reported based on critical movement, which is denoted in parentheses; uncontrolled in circulation scenarios 1 and 3.

<sup>2</sup>At T-intersections, LOS is based on worst approach, which is denoted in parentheses.

\* Signal timing optimized under Near-Term Plus Project Condition with TDM Program + Optimized Timing

### 7.3 Parking

The Proposed Project removes 82 off-street parking spots in order to provide room for sports facilities leaving a total of 365 off-street parking spaces. As shown in **Table 6**, the Proposed Project generates a demand for 172 parking spaces, resulting in a utilization of 47%. Therefore, the Proposed Project does not significantly impact on existing parking conditions.

### 7.4 Project Site Access and Circulation

The proposed driveways were evaluated for safety and spacing issues. This evaluation included considering the characteristics of the surrounding land uses, the existing roadway geometry and the available sight distance. According to Table 405.1A of the Caltrans Highway Design Manual (HDM), the required Corner Sight Distance for a 45 MPH roadway is 495 feet. An evaluation of the project site plan, shown in **Figure 2**, shows that each of the project driveways are located on roadways that are both straight and flat with satisfactory sight distance per the requirements of the HDM. These proposed driveway locations are consistent with industry standards and no safety or spacing issues are identified.

Pedestrian and bicycle movements generated by the proposed project would be accommodated by existing streets, sidewalks and crosswalks throughout the study area. Impacts to these facilities by the Proposed Project are expected to be minimal.

Further site access and circulation for the Proposed Project has been analyzed for three scenarios:

- Circulation Scenario 1: Current street configuration
- Circulation Scenario 2: Removal of median to allow left turns into the Project Site
- Circulation Scenario 3: Entrance to Project Site via adjacent Ohlone College Site

The three scenarios will be analyzed for Project Site access and circulation during school drop-off and pick-up periods during which demand will be highest. In all scenarios, vehicle will enter at the eastern driveway. Preschool students will be dropped off and picked up from the front parking lot while vehicles with elementary and middle school students will drive in a clockwise direction around the school and drop off the students by the school entrance on the western side of the building. All vehicles will then exit from the western driveway. The clockwise travel pattern will allow for students to be dropped off next to the entrance without any need to cross the flow of vehicles.

The assumed unsignalized intersection of the Proposed Project's west driveway and Cherry Street operates at LOS F during the AM peak hour under the Near-Term Condition. The critical movement at the intersection is the northbound-right turn movement, due to vehicles exiting the school. Because of heavy flows along Cherry Street, exiting vehicles will have trouble finding an acceptable gap in traffic to turn right, resulting in heavy queuing at the exiting driveway. Due to the existing median across from the approach, the existing roadway geometry does not allow for signalization.

### 7.3.1 Circulation Scenario 1: Current Configuration

As Cherry Street has a median adjacent to the Project Site, only right-in, right-out access will be possible. Vehicles arriving to the site from the east will have to make a U-turn at the intersection of Cherry Street and Mowry Avenue and vehicles leaving who wish to travel west will have to make a U-turn at the intersection of Cherry Street and Stevenson Boulevard as U-turns are not allowed at the signalized intersection at the Ohlone College driveway.

A review of each study intersection reveals that the effect to queuing due to the project is anticipated to be minimal.

### 7.3.2 Circulation Scenario 2: Removal of median to allow left turns into the Project Site

Removing a portion of the median in front of the east driveway will allow full access to the entrance instead of requiring vehicles arriving to the site from the east to make a U-turn at the intersection of Cherry Street and Mowry Avenue. The critical movement at the driveway is the westbound-left turn movement, due to trips entering the school. The intersection meets the Manual on Uniform Traffic Control Devices (MUTCD) signal warrants for the AM peak hour, and signalization would improve LOS to an acceptable "A" for both peak hours. Refer to **Appendix C** for the signal warrant worksheet. The left turning traffic at the new intersection would not result in any appreciable queuing. The remaining access and circulation would operate the same as Scenario 1.

### 7.3.3 Circulation Scenario 3: Entrance to Project Site via adjacent Ohlone College Site

Conditional on approval from Ohlone College, creating a connection between the two sites would allow vehicles arriving to the site from the east to enter the site via the signalized intersection at Cherry Street and Ohlone College. Vehicles arriving to the site from the west would still enter the site from the eastern driveway.

**Table 14** shows the effect of routing Project traffic through Ohlone College. The additional left turning vehicles at Ohlone College would result in an impact during the AM peak hour due to the LOS degrading from "B" to "E", relative to Near-Term Conditions. With updated signal timing, LOS during the AM peak hour reverts to an acceptable "C", resulting in the project posing a less-than-significant impact on intersection operations. During the PM peak hour, the LOS degrades to "B", from "A", relative to Near-Term Conditions. However, as the LOS remains above "E", the Proposed Project poses a less-than-significant impact on intersection operations during the PM peak hour. The remaining access and circulation would operate the same as Scenario 1. Queuing would be similar to that described in Scenario 1.



Table 14 Intersection LOS at Ohlone College

Scenario	AM		PM	
	Delay	LOS	Delay	LOS
Scenario 1: Current Configuration	33.3	C	9.0	A
Scenario 3: Access to Site via Ohlone College	<b>57.1</b>	E	10.4	B

Source: DKS Associates, 2014.

Notes: Average Delay (seconds per vehicle), LOS: Level of Service

Intersections operating below acceptable LOS are in **bold**.

### 7.4 Transit Operations

Per the current transit operating routes in the vicinity of the project site, only a few AC transit routes operate near the project site (Routes 200, 216, and 251). In general, the routes provide access between the Ohlone College and the Fremont and/or Union City BART stations.

The anticipated mode share of transit patrons from the proposed project site is anticipated to be minimal (less than five percent). By assuming a mode share of five percent, approximately 2 or fewer peak-hour transit trips would be made in any direction. It is estimated that these additional patrons could be accommodated by the existing service, spread out over the various routes and frequency of service. Therefore, the Proposed Project will have a **less-than-significant impact** on transit operations.

## 8. Cumulative and Cumulative Plus Project Conditions

As part of this analysis, DKS reviewed recent projections from the travel forecast model for several roadway segments within the vicinity of the project. For the purpose of this analysis, DKS obtained 2014 and 2035 growth projections (roadway segment link volumes). The growth projections were derived from the Alameda County Travel Demand Model. As requested by City staff and to ensure consistency with other on-going traffic impact studies in the area, DKS evaluated the 2035 Cumulative growth projections (with and without project).

**Figure 13** illustrates AM and PM intersection turning movement volumes for the 2035 cumulative condition without the project.

To obtain turn movement volumes under the Cumulative Plus Project Condition, project volumes for each of the three site circulation scenarios were added to cumulative turn movement volumes.

**Figure 14** and **Figure 15** illustrate respective AM and PM peak hour intersection turn movement volumes under the 2035 Cumulative Plus Project Condition.

### 8.1 Cumulative & Cumulative Plus Project Forecast Methodology

Cumulative forecasts were obtained by adding model growth between 2014 and 2035 to existing counts. In order to evaluate cumulative traffic conditions as well as to provide a basis for comparison of cumulative conditions before and after project-generated traffic is added to the street system, the 2035 cumulative baseline growth projections had to be modified by applying the “Furness” method to balance the roadway network. This method is described below.

#### “Furness” Method

The “Furness” method involves the conversion of model link volumes to intersection turn movement volumes. DKS applied the “Furness” method to achieve balancing of link volumes within the roadway network and to generate 2035 cumulative baseline intersection turning movement volumes.

### 8.2 Intersection Operations—Cumulative Conditions (Without Project)

The study intersections were analyzed based on their anticipated traffic volumes by the year 2035 and planned improvements to intersection geometry (per General Plan). These intersections and their corresponding Cumulative Year 2035 Baseline Condition levels of service are presented in **Table 15**.

**Appendix B** includes the detailed calculation level-of-service analysis sheets for these signalized intersections, including the weekday AM and PM peak hours.



Table 15 Cumulative Condition LOS Summary

Intersection	AM Peak Hour		PM Peak Hour	
	Delay	LOS	Delay	LOS
1. Mowry Ave & Cherry St	86.4	F	39.7	D
2. Mowry Ave & Cedar Blvd	53.0	D	47.5	D
3. Mowry Ave & Newpark Mall/ Alpenrose Ct	35.5	D	54.9	D
4. Mowry Ave & I-880 SB Off Ramp	11.4	B	14.6	B
5. Mowry Ave & I-880 NB Off Ramp	6.9	A	11.2	B
6. Central Ave & Cherry St	>120	F	>120	F
7. Ohlone College & Cherry St	15.0	B	8.6	A
8. Stevenson Blvd & Cherry St	104.3	F	22.8	C
9. Stevenson Blvd & Cedar Blvd	10.2	B	8.2	A
10. Stevenson Blvd & Balentine Dr	>120	F	>120	F
11. Stevenson Blvd & I-880 SB Off Ramp	11.1	B	15.0	B
12. Stevenson Blvd & I-880 NB Off Ramp	9.4	A	14.1	B

Source: DKS Associates, 2014.

Notes: Average Delay (seconds per vehicle), LOS: Level of Service  
Intersections operating below acceptable LOS are in bold.

According to intersection level-of-service standards, all signalized study intersections operate at acceptable levels of service under the existing conditions, except at the intersections of Mowry Avenue and Cherry Street (LOS F in the AM peak hour), Central Avenue and Cherry Street (LOS F in the AM and PM peak hours), Stevenson Boulevard and Cherry Street (LOS F in the AM peak hour) and Stevenson Boulevard and Balentine Drive (LOS F in the AM and PM peak hours).



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Figure 13 Cumulative Year 2035 Baseline (No Project) Condition - Intersection Turning Movement Volumes

### 8.3 Intersection Operations—Cumulative Plus Project Conditions

All intersections were evaluated for the Cumulative Plus Project Conditions under the City of Newark significance criteria as outlined in Section 3.2 of this report. Level of service analyses were also conducted at the two project driveways for all three site circulation scenarios. The intersections and their corresponding Cumulative Plus Project Condition levels of service are presented in **Table 16. 7.2 Project Impacts**

According to the LOS standards of significance for intersections outlined in Section 6.1, the Proposed Project will result in impacts at the following intersections (under all three site circulation scenarios, unless noted):

- Mowry Avenue and Cherry Street (AM peak hour)
- Mowry Avenue and Cedar Boulevard (AM peak hour)
- Mowry Avenue and Newpark Mall/Alpenrose Ct (PM peak hour)
- Central Avenue and Cherry Street (AM and PM peak hours)
- Ohlone College and Cherry Street (Circulation scenario 3 - AM peak hour)
- Stevenson Boulevard and Balentine Drive (AM and PM peak hours, except during the PM peak hour under Circulation Scenario 3)

According to the LOS standards of significance for intersections outlined in Section 6.1, the Proposed Project will result in impacts at the following intersections (under all three site circulation scenarios, unless noted):

- Mowry Avenue and Cherry Street (AM peak hour)
- Mowry Avenue and Cedar Boulevard (AM peak hour)
- Mowry Avenue and Newpark Mall/Alpenrose Ct (PM peak hour)
- Central Avenue and Cherry Street (AM and PM peak hours)
- Ohlone College and Cherry Street (Circulation scenario 3 - AM peak hour)
- Stevenson Boulevard and Balentine Drive (AM and PM peak hours, except during the PM peak hour under Circulation Scenario 3)

A comparison between the Cumulative Condition and Cumulative Plus Project Condition levels of service are presented in **Table 17** for the AM peak hour and **Table 18** for the PM peak hour.

**Appendix B** includes the detailed calculation level-of-service analysis sheets for all intersections, including the weekday AM and PM peak hours.

According to intersection level-of-service standards, all signalized study intersections operate at acceptable levels of service under Cumulative Plus Project conditions, except for the following intersections under all three circulation scenarios:

- Mowry Avenue and Cherry Street (LOS F in the AM peak hour)

- Mowry Avenue and Cedar Boulevard (LOS E in the AM peak hour)
- Mowry Avenue and Newpark Mall/Alpenrose Ct (LOS E in the PM peak hour)
- Central Avenue and Cherry Street (LOS F in the AM and PM peak hours)
- Ohlone College and Cherry Street (Circulation Scenarios 1, 2, 3 - LOS E, E, F, respectively, in the AM peak hour)
- Stevenson Boulevard and Cherry Street (LOS F in the AM peak hour)
- Stevenson Boulevard and Balentine Drive (LOS F in the AM and PM peak hours)
- West Project Driveway and Cherry Street (LOS F in the AM peak hour)

Figure 14 Cumulative Plus Project Condition - Intersection Turning Movement Volumes – AM Peak Hour

Figure 15 Cumulative Plus Project Condition - Intersection Turning Movement Volumes--PM Peak Hour



Table 16 Cumulative Plus Project LOS Summary

Intersection	Circulation Scenario 1				Circulation Scenario 2				Circulation Scenario 3			
	AM		PM		AM		PM		AM		PM	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1. Mowry Ave & Cherry St	>120	F	34.6	C	110.5	F	33.5	C	110.5	F	33.5	C
2. Mowry Ave & Cedar Blvd	77.0	E	50.7	D	77.0	E	50.7	D	77.0	E	50.7	D
3. Mowry Ave & Newpark Mall/ Alpenrose Ct	44.3	D	79.5	E	44.3	D	79.5	E	44.3	D	79.5	E
4. Mowry Ave & I-880 SB Off Ramp	9.9	A	14.3	B	9.9	A	14.3	B	9.9	A	14.3	B
5. Mowry Ave & I-880 NB Off Ramp	6.9	A	10.8	B	6.9	A	10.8	B	6.9	A	10.8	B
6. Central Ave & Cherry St	>120	F	>120	F	>120	F	>120	F	>120	F	>120	F
7. Ohlone College & Cherry St	61.4	E	9.1	A	61.4	E	9.1	A	89.4	F	10.5	B
8. Stevenson Blvd & Cherry St	99.3	F	28.0	C	99.3	F	28.0	C	99.3	F	28.0	C
9. Stevenson Blvd & Cedar Blvd	11.3	B	8.9	A	11.3	B	8.9	A	11.3	B	8.9	A
10. Stevenson Blvd & Balentine Dr	>120	F	>120	F	>120	F	>120	F	>120	F	>120	F
11. Stevenson Blvd & I-880 SB Off Ramp	11.3	B	15.1	B	11.3	B	15.1	B	11.3	B	15.1	B
12. Stevenson Blvd & I-880 NB Off Ramp	9.4	A	14.3	B	9.4	A	14.3	B	9.4	A	14.3	B
13. East Project Driveway & Cherry Street (WBL) <sup>1</sup>					27.0	C	15.3	C				
14. West Project Driveway & Cherry Street (NB) <sup>2</sup>	>120	F	19.9	C	>120	F	21.4	C	55.9	F	22.1	C

Source: DKS Associates, 2014.

Notes: Average Delay (seconds per vehicle), LOS: Level of Service

Intersections operating below acceptable LOS are in bold.

<sup>1</sup>LOS reported based on critical movement, which is denoted in parentheses; uncontrolled in circulation scenarios 1 and 3.

<sup>2</sup>At T-intersections, LOS is based on worst approach, which is denoted in parentheses.

## 8.4 Project Impacts

A comparison between the Cumulative Condition and Cumulative Plus Project Condition levels of service are presented in **Table 17** for the AM peak hour and **Table 18** for the PM peak hour, summarizing project impacts under each circulation scenario. Refer to **Appendix B** for detailed level of service calculations for proposed mitigations.

According to the LOS standards of significance for intersections outlined in Section 6.1, the Proposed Project will result in impacts at the following intersections (under all three site circulation scenarios, unless noted):

- Mowry Avenue and Cherry Street (AM peak hour)
- Mowry Avenue and Cedar Boulevard (AM peak hour)
- Mowry Avenue and Newpark Mall/Alpenrose Ct (PM peak hour)
- Central Avenue and Cherry Street (AM and PM peak hours)
- Ohlone College and Cherry Street (AM peak hour)
- Stevenson Boulevard and Cherry Street (AM peak hour)
- Stevenson Boulevard and Balentine Drive (AM and PM peak hours)

The Proposed Project is considered to have a **less-than-significant** impact on study intersections and corresponding peak hours not listed above.

Several approaches were considered in mitigating impacts, which were:

- Physical mitigation and optimized timing, which included adding lanes to corresponding approaches of critical turn movements and updating signal timing to accommodate changes in traffic patterns,
- Travel demand management program implementation, in which the school would stage pick-ups and drop-offs, and as a result, reduce its peak hour trip generation rate, and a
- Combination of travel demand management program and optimized signal timing.

Refer to **Appendix B** for detailed level of service calculations for proposed mitigations.

### 8.4.1 Possible Mitigation Measures – Physical Mitigation & Optimized Signal Timing

Under the Cumulative Condition, the signalized intersection of Mowry Avenue and Cherry Street operates at LOS F during the AM peak hour. The Proposed Project would add 79.3 seconds of delay under Circulation Scenario 1, and 24.1 seconds of delay under Circulation Scenarios 2 and 3, which are well above the threshold of 4.0 seconds, as stated in the City of Newark impact significance criteria. Therefore, the Proposed Project would have a significant impact to the Cumulative operating conditions of the intersection. The intersection is already signalized, and although the City of Newark plans to add a second southbound left turn lane, the critical movements at the intersection are the eastbound-through



and southbound-left turn movements. The area is already fairly built out and does not have room for physical mitigations. Possible mitigations are pending City input. Given the lack of feasible mitigation, the Proposed Project's impact on the intersection of Mowry Avenue and Cherry Street is **significant and unavoidable**.

The signalized intersection of Mowry Avenue and Cedar Boulevard operates at LOS E during the AM and PM peak hour under the Cumulative Condition. The Proposed Project would add 24.0 seconds of delay under Circulation Scenario 1, 2, and 3, which is well above the threshold of 4.0 seconds, as stated in the City of Newark impact significance criteria. Therefore, the Proposed Project would have a significant impact to the Cumulative operating conditions of the intersection. The intersection is already signalized, and the critical movement at the intersection is the southbound-through movement. Adding a third southbound-through lane would improve intersection operations to an acceptable level of "D", but area is already fairly built out and does not have room for physical mitigations. Possible mitigations are pending City input. Given the lack of feasible mitigation, the Proposed Project's impact on the intersection of Mowry Avenue and Cedar Boulevard is **significant and unavoidable**.

The signalized intersection of Mowry Avenue and Newpark Mall/Alpenrose Court operates at LOS E during the PM peak hour under the Cumulative Condition. The Proposed Project would add 24.6 seconds of delay under Circulation Scenario 1, 2, and 3, which is well above the threshold of 4.0 seconds, as stated in the City of Newark impact significance criteria. Therefore, the Proposed Project would have a significant impact to the Cumulative operating conditions of the intersection. The intersection is already signalized, and the critical movements at the intersection are the northbound- and southbound-through movements. Adding a westbound-through lane would improve LOS to an acceptable "D", resulting in the Proposed Project posing a less-than significant impact on intersection operations, but the area is already fairly built out and does not have room for physical mitigations. Possible mitigations are pending City input. Given the lack of feasible mitigation, the Proposed Project's impact on the intersection of Mowry Avenue and Newpark Mall/Alpenrose Court is **significant and unavoidable**.

The signalized intersection of Central Avenue and Cherry Street operates at LOS F during the AM and PM peak hours under the Cumulative Condition. The Proposed Project would add 125.9 seconds and 47.2 seconds of delay for the AM and PM peak hours, respectively, under Circulation Scenario 1, 2, and 3, which is well above the threshold of 4.0 seconds, as stated in the City of Newark impact significance criteria. Therefore, the Proposed Project would have a significant impact to the Cumulative operating conditions of the intersection. The intersection is already signalized, and the critical movements at the intersection are left turns from every approach. Updating signal timings for both peak hours would reduce delay significantly to a level below that of the Near Term condition during the AM peak hour (LOS remains "F") and improve LOS from unacceptable "F" to acceptable "C" in the PM peak hour, resulting in the Proposed Project posing a **less-than-significant** impact to intersection operations.

The signalized intersection of Ohlone College and Cherry Street operates at LOS B during the AM peak hour under the Cumulative Condition. The Proposed Project, under Circulation Scenarios 1 and 2, would



add 46.4 seconds of delay and under Circulation Scenario 3, 74.4 seconds of delay, during the AM peak hour, which is well above the threshold of 4.0 seconds, as stated in the City of Newark impact significance criteria. Therefore, the Proposed Project would have a significant impact to the Cumulative operating conditions of the intersection. The intersection is already signalized, and the critical movement at the intersection is the eastbound-through movement. Updating signal timings would improve intersection operations to an acceptable LOS B, resulting in the Proposed Project posing a **less-than-significant** impact.

Under the Cumulative Condition, the signalized intersection of Stevenson Boulevard and Balentine Drive operates at LOS F during the AM and PM peak hours. The Proposed Project would add 35.1 seconds and 6.1 seconds of delay during the AM and PM peak hours, respectively, under all three circulation scenarios, which is well above the threshold of 4.0 seconds, as stated in the City of Newark impact significance criteria. Therefore, the Proposed Project would have a significant impact to the Cumulative operating conditions of the intersection. The intersection is already signalized, and the critical movements at the intersection are the northbound-through and southbound-left turn movements. The area is already fairly built out and does not have room for physical mitigations. However, the impact can be mitigated during the PM peak hour with updated signal timing, which would reduce delay to a level below that of delay under the Cumulative Condition. Other possible mitigations are pending City input. Given the lack of feasible mitigation, the Proposed Project's impact on the intersection of Stevenson Boulevard and Balentine Drive is **significant and unavoidable**.

Due to the lack of feasibility and high costs, physically modifying significantly impacted study intersections is not recommended.



Table 17 Cumulative vs. Cumulative Plus Project LOS Comparison Summary—AM Peak Hour

Intersection	Cumulative (No Project)		Cumulative Plus Project Circulation Scenario 1		Difference	Cumulative Plus Project Circulation Scenario 2		Difference	Cumulative Plus Project Circulation Scenario 3		Difference	Circulation Scenario 1: Potentially Significant Impact?	Circulation Scenario 2: Potentially Significant Impact?	Circulation Scenario 3: Potentially Significant Impact?
	Delay	LOS	Delay	LOS		Delay	LOS		Delay	LOS				
1. Mowry Ave & Cherry St	86.4	F	>120	F	79.3	110.5	F	24.1	110.5	F	24.1	Y	Y	Y
2. Mowry Ave & Cedar Blvd	53.0	D	77.0	E	24.0	77.0	E	24.0	77.0	E	24.0	Y	Y	Y
3. Mowry Ave & Newport Mall/ Alpenrose Ct	35.5	D	44.3	D	8.8	44.3	D	8.8	44.3	D	8.8	N	N	N
4. Mowry Ave & I-880 SB Off Ramp	11.4	B	9.9	A	-1.5	9.9	A	-1.5	9.9	A	-1.5	N	N	N
5. Mowry Ave & I-880 NB Off Ramp	6.9	A	6.9	A	0.0	6.9	A	0.0	6.9	A	0.0	N	N	N
6. Central Ave & Cherry St	>120	F	>120	F	125.9	>120	F	125.9	>120	F	125.9	Y	Y	Y
7. Ohlone College & Cherry St	15.0	B	61.4	E	46.4	61.4	E	46.4	61.4	E	46.4	Y	Y	Y
8. Stevenson Blvd & Cherry St	104.3	F	99.3	F	-5.0	99.3	F	-5.0	99.3	F	-5.0	N	N	N
9. Stevenson Blvd & Cedar Blvd	10.2	B	11.3	B	1.1	11.3	B	1.1	11.3	B	1.1	N	N	N
10. Stevenson Blvd & Balentine Dr	>120	F	>120	F	35.1	>120	F	35.1	>120	F	35.1	Y	Y	Y
11. Stevenson Blvd & I-880 SB Off Ramp	11.1	B	11.3	B	0.2	11.3	B	0.2	11.3	B	0.2	N	N	N
12. Stevenson Blvd & I-880 NB Off Ramp	9.4	A	9.4	A	0.0	9.4	A	0.0	9.4	A	0.0	N	N	N

Source: DKS Associates, 2014.

Notes: Average Delay (seconds per vehicle), LOS: Level of Service  
 Intersections operating below acceptable LOS are in bold.



Table 18 Cumulative vs. Cumulative Plus Project LOS Comparison Summary—PM Peak Hour

Intersection	Cumulative (No Project)		Cumulative Plus Project Circulation Scenario 1		Difference	Cumulative Plus Project Circulation Scenario 2		Difference	Cumulative Plus Project Circulation Scenario 3		Difference	Circulation Scenario 1: Potentially Significant Impact?	Circulation Scenario 2: Potentially Significant Impact?	Circulation Scenario 3: Potentially Significant Impact?
	Delay	LOS	Delay	LOS		Delay	LOS		Delay	LOS				
1. Mowry Ave & Cherry St	39.7	D	34.6	C	-5.1	33.5	C	-6.2	33.5	C	-6.2	N	N	N
2. Mowry Ave & Cedar Blvd	47.5	D	50.7	E	3.2	50.7	D	3.2	50.7	D	3.2	Y	N	N
3. Mowry Ave & Newport Mall/ Alpenrose Ct	54.9	D	79.5	E	24.6	79.5	E	24.6	79.5	E	24.6	Y	Y	Y
4. Mowry Ave & I-880 SB Off Ramp	14.6	B	14.3	B	-0.3	14.3	B	-0.3	14.3	B	-0.3	N	N	N
5. Mowry Ave & I-880 NB Off Ramp	11.2	B	10.8	B	-0.4	10.8	B	-0.4	10.8	B	-0.4	N	N	N
6. Central Ave & Cherry St	>120	F	>120	F	47.2	>120	F	47.2	>120	F	47.2	Y	Y	Y
7. Ohlone College & Cherry St	8.6	A	9.1	A	0.5	9.1	A	0.5	10.5	B	1.9	N	N	N
8. Stevenson Blvd & Cherry St	22.8	C	28.0	C	5.2	28.0	C	5.2	28.0	C	5.2	N	N	N
9. Stevenson Blvd & Cedar Blvd	8.2	A	8.9	A	0.7	8.9	A	0.7	8.9	A	0.7	N	N	N
10. Stevenson Blvd & Balentine Dr	>120	F	>120	F	6.1	>120	F	6.1	>120	F	6.1	Y	Y	Y
11. Stevenson Blvd & I-880 SB Off Ramp	15.0	B	15.1	B	0.1	15.1	B	0.1	15.1	B	0.1	N	N	N
12. Stevenson Blvd & I-880 NB Off Ramp	14.1	B	14.3	B	0.2	14.3	B	0.2	14.3	B	0.2	N	N	N

Source: DKS Associates, 2014.

Notes: Average Delay (seconds per vehicle), LOS: Level of Service

Intersections operating below acceptable LOS are in bold.

#### 8.4.2 Possible Mitigation Measures – Travel Demand Management Program Implementation

Implementation of a Travel Demand Management (TDM) program in order to reduce peak hour trip generation in the form of staged pick-ups/drop-offs may prove useful in reducing impacts to the study intersections. In this analysis, DKS assumed a trip generation reduction of 50% as a result of a TDM program implemented at the Proposed Project, which from this point on, will be referred to as “TDM Program”. For simplicity, only Circulation Scenario 2 was evaluated, due to the presence of the west driveway being potentially signalized. **Figure 16** shows intersection turn movement volumes under the TDM program for the AM and PM peak hours. A comparison between the Cumulative Condition and Cumulative Plus Project Condition with TDM Program levels of service are presented in **Table 19** for the AM peak hour and **Table 20** for the PM peak hour.

During the AM and PM peak hours, the Proposed Project with TDM Program posed a significant impact at the following intersections:

- Mowry Avenue and Cherry Street (AM peak hour)
- Mowry Avenue and Cedar Boulevard (AM peak hour)
- Mowry Ave & Newpark Mall/ Alpenrose Ct (PM peak hour)
- Central Avenue and Cherry Street (AM and PM peak hours)
- Stevenson Boulevard and Balentine Drive (AM and PM peak hours)

Relative to the Cumulative Plus Project Condition, Cumulative Plus Project Condition with TDM Program had fewer significant impacts. Intersections that were previously significantly impacted under the Cumulative Plus Project Condition, but isn't under with the TDM Program implemented are Ohlone College and Cherry Street (AM peak hour) and Stevenson Boulevard and Cherry Street (AM peak hour).

As there are several study intersections still significantly impacted after implementation of the TDM Program, the use of a TDM Program only is insufficient to minimize significant impacts to study intersections in the vicinity of the Proposed Project.



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Figure 16 Cumulative Plus Project Turn Movement Volumes – with TDM Program



Table 19 Cumulative vs. Cumulative Plus Project (with TDM Program) LOS Comparison Summary - AM Peak Hour

Intersection	Cumulative		Cumulative Plus Project (Circulation Scenario 2) -TDM		Difference	Potentially Significant Impact?
	Delay	LOS	Delay	LOS		
1. Mowry Ave & Cherry St	<b>86.4</b>	F	<b>103.7</b>	F	17.3	Y
2. Mowry Ave & Cedar Blvd	53.0	D	<b>61.7</b>	E	8.7	Y
3. Mowry Ave & Newpark Mall/ Alpenrose Ct	35.5	D	39.4	D	3.9	N
4. Mowry Ave & I-880 SB Off Ramp	11.4	B	10.5	B	-0.9	N
5. Mowry Ave & I-880 NB Off Ramp	6.9	A	6.9	A	0.0	N
6. Central Ave & Cherry St	<b>&gt;120</b>	F	<b>&gt;120</b>	F	64.1	Y
7. Ohlone College & Cherry St	15.0	B	31.9	C	16.9	N
8. Stevenson Blvd & Cherry St	<b>104.3</b>	F	<b>104.1</b>	F	-0.2	N
9. Stevenson Blvd & Cedar Blvd	10.2	B	10.7	B	0.5	N
10. Stevenson Blvd & Balentine Dr	<b>&gt;120</b>	F	<b>&gt;120</b>	F	16.6	Y
11. Stevenson Blvd & I-880 SB Off Ramp	11.1	B	11.2	B	0.1	N
12. Stevenson Blvd & I-880 NB Off Ramp	9.4	A	9.5	A	0.1	N

Source: DKS Associates, 2014.

Notes: Average Delay (seconds per vehicle), LOS: Level of Service

Intersections operating below acceptable LOS are in **bold**.

<sup>1</sup>LOS reported based on critical movement, which is denoted in parentheses; uncontrolled in circulation scenarios 1 and 3.

<sup>2</sup>At T-intersections, LOS is based on worst approach, which is denoted in parentheses.

Table 20 Cumulative vs. Cumulative Plus Project (with TDM Program) LOS Comparison Summary - PM Peak Hour

Intersection	Cumulative		Near-Term Plus Project (Circulation Scenario 2) -TDM		Difference	Potentially Significant Impact?
	Delay	LOS	Delay	LOS		
1. Mowry Ave & Cherry St	39.7	D	31.0	C	64.0	N
2. Mowry Ave & Cedar Blvd	47.5	D	48.4	D	14.2	N
3. Mowry Ave & Newpark Mall/ Alpenrose Ct	54.9	D	<b>64.4</b>	E	-15.5	Y
4. Mowry Ave & I-880 SB Off Ramp	14.6	B	14.5	B	-4.1	N
5. Mowry Ave & I-880 NB Off Ramp	11.2	B	10.8	B	-4.3	N
6. Central Ave & Cherry St	>120	F	>120	F	543.0	Y
7. Ohlone College & Cherry St	8.6	A	8.8	A	23.3	N
8. Stevenson Blvd & Cherry St	22.8	C	25.2	C	81.3	N
9. Stevenson Blvd & Cedar Blvd	8.2	A	10.7	B	2.5	N
10. Stevenson Blvd & Balentine Dr	>120	F	>120	F	-111.4	N
11. Stevenson Blvd & I-880 SB Off Ramp	15.0	B	15.0	B	-3.8	N
12. Stevenson Blvd & I-880 NB Off Ramp	14.1	B	14.2	B	-4.6	N

Source: DKS Associates, 2014.

Notes: Average Delay (seconds per vehicle), LOS: Level of Service

Intersections operating below acceptable LOS are in **bold**.

<sup>1</sup>LOS reported based on critical movement, which is denoted in parentheses; uncontrolled in circulation scenarios 1 and 3.

<sup>2</sup>At T-intersections, LOS is based on worst approach, which is denoted in parentheses.

#### 8.4.3 Possible Mitigation Measure - Combined TDM Program and Optimized Signal Timing

Optimizing signal timing at intersections significantly impacted can also reduce delay and improve LOS. A comparison of level of service among the Cumulative Condition, Cumulative Plus Project Condition with TDM Program, and Cumulative Plus Project Condition with TDM Program and Optimized Signal Timing are presented in **Table 21** for the AM peak hour and **Table 22** for the PM peak hour. Intersections whose signal timings have been optimized are denoted with an (\*) in each table.



Table 21 Cumulative vs. Cumulative Plus Project with Mitigations LOS Comparison Summary - AM Peak Hour

Intersection	Cumulative		Cumulative Plus Project (Circulation Scenario 2) -TDM		Difference	Potentially Significant Impact?	Cumulative Plus Project -TDM + Optimized Timing		Difference	Potentially Significant Impact?
	Delay	LOS	Delay	LOS			Delay	LOS		
	1. Mowry Ave & Cherry St*	86.4	F	103.7	F	17.3	Y	74.5	F	-11.9
2. Mowry Ave & Cedar Blvd*	53.0	D	61.7	E	8.7	Y	53.9	D	0.9	N
3. Mowry Ave & Newpark Mall/ Alpenrose Ct	35.5	D	39.4	D	3.9	N	39.4	D	3.9	N
4. Mowry Ave & I-880 SB Off Ramp	11.4	B	10.5	B	-0.9	N	10.5	B	-0.9	N
5. Mowry Ave & I-880 NB Off Ramp	6.9	A	6.9	A	0.0	N	6.9	A	0.0	N
6. Central Ave & Cherry St*	>120	F	>120	F	64.1	Y	>120	F	-562.7	N
7. Ohlone College & Cherry St	15.0	B	31.9	C	16.9	N	31.9	C	16.9	N
8. Stevenson Blvd & Cherry St	104.3	F	104.1	F	-0.2	N	104.1	F	-0.2	N
9. Stevenson Blvd & Cedar Blvd	10.2	B	10.7	B	0.5	N	10.7	B	0.5	N
10. Stevenson Blvd & Balentine Dr**	>120	F	>120	F	16.6	Y	>120	F	-20.6	N
11. Stevenson Blvd & I-880 SB Off Ramp	11.1	B	11.2	B	0.1	N	11.2	B	0.1	N
12. Stevenson Blvd & I-880 NB Off Ramp	9.4	A	9.5	A	0.1	N	9.5	A	0.1	N

Source: DKS Associates, 2014.

Notes: Average Delay (seconds per vehicle), LOS: Level of Service

Intersections operating below acceptable LOS are in bold.

<sup>1</sup>LOS reported based on critical movement, which is denoted in parentheses; uncontrolled in circulation scenarios 1 and 3.

<sup>2</sup>At T-intersections, LOS is based on worst approach, which is denoted in parentheses.

\* Signal timing optimized under Near-Term Plus Project Condition with TDM Program + Optimized Timing



Table 22 Cumulative vs. Cumulative Plus Project With Mitigations LOS Comparison Summary - PM Peak Hour

Intersection	Cumulative		Cumulative Plus Project (Circulation Scenario 2) -TDM		Difference	Potentially Significant Impact?	Cumulative Plus Project -TDM + Optimized Timing		Difference	Potentially Significant Impact?
	Delay	LOS	Delay	LOS			Delay	LOS		
	1. Mowry Ave & Cherry St	39.7	D	31.0	C	-8.7	N	31.0	C	-8.7
2. Mowry Ave & Cedar Blvd	47.5	D	48.4	D	0.9	N	48.4	D	0.9	N
3. Mowry Ave & Newpark Mall/ Alpenrose Ct*	54.9	D	64.4	E	9.5	Y	43.9	D	-11.0	N
4. Mowry Ave & I-880 SB Off Ramp	14.6	B	14.5	B	-0.1	N	14.5	B	-0.1	N
5. Mowry Ave & I-880 NB Off Ramp	11.2	B	10.8	B	-0.4	N	10.8	B	-0.4	N
6. Central Ave & Cherry St*	>120	F	>120	F	19.4	Y	28.1	C	-177.7	N
7. Ohlone College & Cherry St	8.6	A	8.8	A	0.2	N	8.8	A	0.2	N
8. Stevenson Blvd & Cherry St	22.8	C	25.2	C	2.4	N	25.2	C	2.4	N
9. Stevenson Blvd & Cedar Blvd	8.2	A	10.7	B	2.5	N	8.5	A	0.3	N
10. Stevenson Blvd & Balentine Dr	>120	F	>120	F	3.1	N	>120	F	3.1	N
11. Stevenson Blvd & I-880 SB Off Ramp	15.0	B	15.0	B	0.0	N	15.0	B	0.0	N
12. Stevenson Blvd & I-880 NB Off Ramp	14.1	B	14.2	B	0.1	N	14.2	B	0.1	N

Source: DKS Associates, 2014.

Notes: Average Delay (seconds per vehicle), LOS: Level of Service Intersections operating below acceptable LOS are in bold.

<sup>1</sup>LOS reported based on critical movement, which is denoted in parentheses; uncontrolled in circulation scenarios 1 and 3.

<sup>2</sup>At T-intersections, LOS is based on worst approach, which is denoted in parentheses.

\* Signal timing optimized under Near-Term Plus Project Condition with TDM Program + Optimized Timing



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Compared to the Near-Term Plus Project Condition with TDM Program, Cumulative Condition with TDM Program and Optimized Signal Timing does not have any study intersections significantly impacted. Under the Cumulative Condition with TDM Program and Optimized Signal Timing, the Proposed Project's impact at all study intersections will be **less-than-significant**.



## 8.5 Project Site Access and Circulation

This section will identify any issues regarding Project Site access and circulation for the Proposed Project under Cumulative Conditions that differ from Near Term Conditions.

The assumed unsignalized intersection of the Proposed Project's west driveway and Cherry Street operates at LOS F during the AM peak hour under the Cumulative Condition. The critical movement at the intersection is the northbound-right turn movement, due to vehicles exiting the school. Because of heavy flows along Cherry Street, exiting vehicles will have trouble finding an acceptable gap in traffic to turn right, resulting in heavy queuing at the exiting driveway. Due to the existing median across from the approach, the existing roadway geometry does not allow for signalization.

### 8.5.1 Circulation Scenario 1: Current Configuration

A review of each study intersection reveals that the effect to queuing due to the project is anticipated to be minimal at all study intersections.

### 8.5.2 Circulation Scenario 2: Removal of median to allow left turns into the Project Site

The critical movement at the driveway is the westbound-left turn movement, due to trips entering the school. The intersection meets the Manual on Uniform Traffic Control Devices (MUTCD) signal warrants for the AM peak hour, and signalization would improve LOS to an acceptable "A" for both peak hours. Refer to **Appendix C** for the signal warrant worksheet. The left turning traffic at the new intersection would not result in any appreciable queuing. The remaining access and circulation would operate the same as Scenario 1.

The remaining access and circulation would operate the same as under Near Term Conditions.

### 8.5.3 Circulation Scenario 3: Entrance to Project Site via adjacent Ohlone College Site

**Table 23** shows the effect of routing Project traffic through Ohlone College. The additional left turning vehicles at Ohlone College would cause intersection LOS to degrade from an already unacceptable "E" to "F" during the AM peak hour. Intersection operations degrade to an unacceptable level, so impact would be considered significant. With updated signal timing, LOS during the AM peak hour reverts to an acceptable "C", resulting in the project posing a less-than-significant impact on driveway operations. During the PM peak hour, the LOS degrades from "A" to "B", remaining at an acceptable level. Queuing will be similar to Scenario 1.



Table 23 Intersection LOS at Ohlone College under Cumulative Plus Project Conditions

Scenario	AM		PM	
	Delay	LOS	Delay	LOS
Scenario 1: Current Configuration	<b>61.4</b>	E	9.1	A
Scenario 3: Access to Site via Ohlone College	<b>89.4</b>	F	10.5	B

Source: DKS Associates, 2014.

Notes: Average Delay (seconds per vehicle), LOS: Level of Service  
Intersections operating below acceptable LOS are in bold.

The remaining access and circulation would operate the same as under Near Term Conditions.

## 9. Mitigation Recommendations

This section summarizes the traffic impacts identified in the previous sections and presents recommended mitigation and improvement measures, if any.

### 9.1 Near-Term Plus Project Conditions

Under Near-Term Plus Project Conditions, the following intersections will be have **significant and unavoidable** impacts due to the Proposed Project:

- Mowry Avenue and Cherry Street (AM peak hour)
- Mowry Avenue and Cedar Boulevard (AM peak hour)
- Mowry Avenue and Newpark Mall/Alpenrose Ct (PM peak hour)
- Central Avenue and Cherry Street (AM and PM peak hours)
- Ohlone College and Cherry Street (Circulation scenario 3 - AM peak hour)
- Stevenson Boulevard and Balentine Drive (AM and PM peak hours, except during the PM peak hour under Circulation Scenario 3)

Mitigations that would involve physical modifications to significantly impacted intersections would not be recommended due to lack of feasibility and high costs.

A combination of a TDM Program, assuming a 50% reduction in vehicle trips to and from the Proposed Project during the peak hours, and optimized signal timing at selected intersections, was able to reduce impacts at almost all the study intersections to a **less-than-significant** level. However, the impact at intersection of Mowry Avenue and Cherry Street during the AM peak hour, yet reduced with the implementation of the TDM Program and optimized signal timing, and given its lack of feasible mitigation options, will be **significant and unavoidable**.

Under Circulation Scenario 2, where westbound left turns are allowed into the east project driveway, the intersection of Cherry Street and the east project driveway should be signaled to prevent queue spillback from vehicles waiting for an acceptable gap to turn left against eastbound traffic into the school.

### 9.2 Cumulative Plus Project Conditions

Under Cumulative Plus Project Conditions, the following intersections will be have **significant and unavoidable** impacts due to the Proposed Project:

- Mowry Avenue and Cherry Street (AM peak hour)
- Mowry Avenue and Cedar Boulevard (AM peak hour)
- Mowry Avenue and Newpark Mall/Alpenrose Ct (PM peak hour)
- Central Avenue and Cherry Street (AM and PM peak hours)
- Ohlone College and Cherry Street (AM peak hour)
- Stevenson Boulevard and Cherry Street (AM peak hour)

- Stevenson Boulevard and Balentine Drive (AM and PM peak hours)

Mitigations that would involve physical modifications to significantly impacted intersections would not be recommended due to lack of feasibility and high costs.

A combination of a TDM Program, assuming a 50% reduction in vehicle trips to and from the Proposed Project during the peak hours, and optimized signal timing at selected intersections, was able to reduce impacts at all the study intersections to a **less-than-significant** level.

Under Circulation Scenario 2, where westbound left turns are allowed into the east project driveway, the intersection of Cherry Street and the east project driveway should be signalized to prevent queue spillback from vehicles waiting for an acceptable gap to turn left against eastbound traffic into the school.



## 10. Conclusion

This report provides an evaluation of traffic and transportation issues related to the Proposed Project, located at 39201 Cherry Street. The project consists of renovation of an existing building to be a private school for preschool through eighth grade on an 8.75 acre site in the city of Newark, California.

Under Near-Term Plus Project Conditions, the following intersections will be have **significant and unavoidable** impacts due to the Proposed Project:

- Mowry Avenue and Cherry Street (AM peak hour)
- Mowry Avenue and Cedar Boulevard (AM peak hour)
- Mowry Avenue and Newpark Mall/Alpenrose Ct (PM peak hour)
- Central Avenue and Cherry Street (AM and PM peak hours)
- Ohlone College and Cherry Street (Circulation scenario 3 - AM peak hour)
- Stevenson Boulevard and Balentine Drive (AM and PM peak hours, except during the PM peak hour under Circulation Scenario 3)

Mitigations that would involve physical modifications to significantly impacted intersections would not be recommended due to lack of feasibility and high costs.

A combination of a TDM Program, assuming a 50% reduction in vehicle trips to and from the Proposed Project during the peak hours, and optimized signal timing at selected intersections, was able to reduce impacts at almost all the study intersections to a **less-than-significant** level. However, the impact at intersection of Mowry Avenue and Cherry Street during the AM peak hour, yet reduced with the implementation of the TDM Program and optimized signal timing, and given its lack of feasible mitigation options, will be **significant and unavoidable**.

Under Circulation Scenario 2, where westbound left turns are allowed into the east project driveway, the intersection of Cherry Street and the east project driveway should be signaled to prevent queue spillback from vehicles waiting for an acceptable gap to turn left against eastbound traffic into the school.

Under Cumulative Plus Project Conditions, the following intersections will be have **significant and unavoidable** impacts due to the Proposed Project:

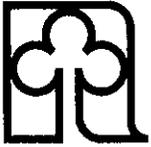
- Mowry Avenue and Cherry Street (AM peak hour)
- Mowry Avenue and Cedar Boulevard (AM peak hour)
- Mowry Avenue and Newpark Mall/Alpenrose Ct (PM peak hour)
- Central Avenue and Cherry Street (AM and PM peak hours)
- Ohlone College and Cherry Street (AM peak hour)
- Stevenson Boulevard and Cherry Street (AM peak hour)
- Stevenson Boulevard and Balentine Drive (AM and PM peak hours)



Mitigations that would involve physical modifications to significantly impacted intersections would not be recommended due to lack of feasibility and high costs.

A combination of a TDM Program, assuming a 50% reduction in vehicle trips to and from the Proposed Project during the peak hours, and optimized signal timing at selected intersections, was able to reduce impacts at all the study intersections to a **less-than-significant** level.

Under Circulation Scenario 2, where westbound left turns are allowed into the east project driveway, the intersection of Cherry Street and the east project driveway should be signalized to prevent queue spillback from vehicles waiting for an acceptable gap to turn left against eastbound traffic into the school.



**F.1 ASR-14-35, an Architectural and Site Plan Review for a 75 unit senior housing project (Gateway at Newark) located on Willow Street (within the Dumbarton Transit Oriented Development) - from Assistant City Manager Grindall. <sup>76</sup>  
(RESOLUTION)**

**Background/Discussion** – USA Properties Fund, Inc., has made an application to construct a 75 unit senior housing project within the Dumbarton Transit Oriented Development area on Willow Street. Attached are Exhibit A, pages 1 (Site Plan), 2 (Floor Plans), 3 (Floor & Roof Plans), 4 (Unit Floor Plans), 5 (Elevations), and 6 (Conceptual Landscape Plan). Colored elevations will be available at the meeting.

In April 2014, the Planning Commission and City Council approved a project (known as the SHH Properties project) that involved 88 townhomes, a 15,000 square foot supermarket, and a senior housing project. The concept of the senior housing project was approved and considered in the accompanying Initial Study/Mitigated Negative Declaration; however, the building design had not been determined. As a condition of that original approval, the specific building plans required Planning Commission and City Council approval.

The four-story, 75-unit complex will provide three different two bedroom/1 bath floor plans along with two 1 bedroom/1 bath plans. All of the plans provide a patio and a large living and dining/kitchen area. There is a 2,691 square foot community center room that opens onto an outdoor sitting area. The buildings architecture is modern, incorporating several exterior treatments such as recessed balconies and awnings to give the elevations depth and shadowing, as well as an alternating color scheme to add to the overall exterior treatment. The design is consistent with the retail building that will be located at the other side of the parking field and will complement the proposed surrounding uses.

When residents begin to occupy the project, USA inaugurates activities and social programs that become the “heart and soul” of the community. For the most part, these activities are held within the fully equipped community room. Activities typically include monthly birthday parties, community meetings with guest speakers, holiday celebrations and potluck events, theme parties, exercise classes, hobby clubs, health and wellness training, choral groups, games and excursions. Educational classes, such as financial literacy, health and nutrition, computer training, and wellness services such as counseling, financial assistance, mediation, case management, exercise, emotional support, and crisis intervention programs may be available should social services be contracted through a third party social service provider.

USA Properties Fund has a long standing relationship with LifeSTEPS as a third party contract social service provider. LifeSTEPS will develop their services for this project based on a thorough needs assessment of the Newark community. Their programs offer confidential case management and a wide variety of social activities, education, and services specifically designed

to the interests and needs of senior residents.

#### Affordable Housing

The Newark Municipal Code authorizes alternative means of compliance with the City's Affordable Housing Program (AHP), including land dedication, payment of in-lieu fees, or approval of an alternative housing program consisting of any combination of alternative means of compliance.

In connection with the previously approved Torian Project, the developer and SHH agreed to meet the Torian affordable housing obligation by the construction of 54 affordable units on the SHH site. In addition, the Cedar Townhomes project is meeting its obligation through the units constructed on this site. In total, the 75 affordable housing units provided on the SHH site will meet the obligation for these projects. Of the 75 units, 20% are offered at 50% of the Area Median Income (AMI) while the remaining 80% are offered at 60% AMI.

The provision of these units furthers affordable housing opportunities in the City and, because they will be built adjacent to market rate units, prevents the concentration of affordable housing units in a particular area. This allows for a much greater and more effective approach to addressing the most pressing affordable housing needs in the community.

#### **Attachment**

**Action** – It is recommended that the Planning Commission, by resolution, with Exhibit A, pages 1 through 6, approve ASR-14-35, an Architectural and Site Plan Review for a 75 unit senior housing project (Gateway at Newark) located on Willow Street.

RESOLUTION NO.

RESOLUTION RECOMMENDING APPROVAL OF ASR-14-35,  
AN ARCHITECTURAL AND SITE PLAN REVIEW FOR A 75  
UNIT SENIOR HOUSING PROJECT (GATEWAY AT  
NEWARK) TO BE LOCATED ON WILLOW STREET

WHEREAS, USA Properties Fund, Inc., has filed with the Planning Commission of the City of Newark application for ASR-14-35, an Architectural and Site Plan Review, for a 75 unit senior housing project (Gateway at Newark) to be located on Willow Street; and

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission recommends that the City Council grant this application as shown on Exhibit A, pages 1 through 6, subject to compliance with the following conditions:

Planning Division

- a. This project is subject to all applicable conditions of Planning Commission Resolution Nos. 1863, 1864, and 1865 and City Council Resolution Nos. 10,193 and 10,194, unless otherwise amended herein.
- b. This project is subject to all applicable environmental mitigation measures as detailed in the Initial Study/Mitigated Negative Declaration prepared by Helix Environmental Planning, Inc. adopted by the City Council on April 24, 2014.
- c. Prior to the issuance of a Certificate of Occupancy, evidence of an acceptable affordable housing deed restriction will need to be submitted for the review and approval of the Community Development Director.
- d. There shall be no roof-mounted equipment visible from the adjacent rights-of-way.
- e. All lighting shall be directed on-site so as not to create glare off-site, as required by the Community Development Director.
- f. Construction site trailers and buildings located on-site shall be used for office and storage purposes only, and shall not be used for living or sleeping quarters. Any vehicle or portable building brought on the site during construction shall remain graffiti free.

Measures to respond to and track complaints pertaining to construction noise shall include: (1) a procedure and phone numbers for notifying the City of Newark Building Inspection Division and Newark Police Department (during regular construction hours and off-hours); and (2) a sign posted on-site pertaining to the permitted construction days and hours and complaint procedures and who to notify in the event of a problem. The sign shall also include a listing of both the City and construction contractor's telephone

numbers (during regular construction hours and off-hours).

- g. Parking lot cleaning with sweeping or vacuum equipment shall not be permitted between 7:00 p.m. and 8:00 a.m.
- h. Prior to the issuance of a Certificate of Occupancy, the developer shall provide the City with a written "Cart Return Program" that ensures shopping carts will not be left on the Senior Housing property.
- i. The site and its improvements shall be maintained in a neat and presentable condition, to the satisfaction of the Community Development Director. This shall include, but not be limited to, repainting surfaces damaged by graffiti and site clean-up. Graffiti removal/repainting and site cleanup shall occur on a continuing, as needed basis. Any vehicle or portable building brought on the site during construction shall remain graffiti free.
- j. All exterior utility pipes and meters shall be painted to match and/or complement the color of the adjoining building surface, as approved by the Community Development Director.
- k. Prior to the issuance of a building permit, the elevations as submitted by the developer as part of this application shall be reviewed and approved by the Planning Commission and City Council. The building elevations shall reflect all architectural projections such as roof eaves, bay windows, greenhouse windows, chimneys and porches. A site plan showing the building locations with respect to property lines shall also show the projections. Said elevations shall specify exterior materials. Final color elevations shall be submitted for the review and approval of the Community Development Director.
- l. Prior to the issuance of a building permit, the floor plans as submitted by the developer as part of this application, shall be reviewed and approved by the Planning Commission and City Council.
- m. Prior to the issuance of a building permit, the location and screening design for garbage, refuse and recycling collection areas for the project shall be submitted for the review and approval of Republic Services, Inc. and the Community Development Director, in that order. The approved garbage, refuse and recycling areas shall be provided prior to the issuance of a Certificate of Occupancy, as required by the Community Development Director. No refuse, garbage or recycling shall be stored outdoors except within the approved trash and recycling enclosures.
- n. Prior to issuance of a grading permit, the developer shall hire a qualified biologist to: (1) determine if Burrowing Owl habitat(s) exist on the site, and (2) implement a plan to protect the owls and to excavate the site around any active burrows using hand tools to assure that the owls are not buried during grading in the event Burrowing Owl habitat(s) is found on the site. The Burrowing Owl habitat(s), if found, shall not be disturbed during the nesting season. The Burrowing Owl study shall be conducted not more than 30 days prior to the time site grading activities will commence.

- o. During project construction, if historic, archeological or Native American materials or artifacts are identified, work within a 50-foot radius of such find shall cease and the City shall retain the services of a qualified archeologist and/or paleontologist to assess the significance of the find. If such find is determined to be significant by the archeologist and/or paleontologist, a resource protection plan conforming to CEQA Section 15064.5 shall be prepared by the archeologist and/or paleontologist and approved by the Community Development Director. The plan may include, but would not be limited to, removal of resources or similar actions. Project work may be resumed in compliance with such plan. If human remains are encountered, the County Coroner shall be contacted immediately and the provisions of State law carried out.
- p. Prior to their installation, mailbox locations and designs shall be approved by the Community Development Director and Newark Postmaster.
- q. Prior to the issuance of a Certificate of Occupancy, the parking areas, aisles and access drives shall be installed and striped as shown on the approved site plan.
- r. Prior to the issuance of a sign permit, all signs, other than those referring to construction, sale, or future use of this site, shall be submitted for the review and approval of the Community Development Director.

Engineering Division

- s. The project is subject to all applicable Engineering Division conditions of approval under City Council Resolution No. 10195 for Vesting Tentative Map 8157.

Landscape-Parks Division

- t. The project is subject to all applicable Landscape-Parks Division conditions of approval under City Council Resolution No. 10195 for Vesting Map 8157.

Alameda County Fire Department

- u. Prior to the issuance of a Building Permit, written evidence of easements approving access across adjacent property lines shall be recorded.

Building Division

- v. Construction for this project, including site work and all structures, can occur only between the hours of 7:00 AM and 6:00 PM, Monday through Saturday. Approval for Saturday construction may be revoked by the Building Official depending on residential occupancy that occurs in the area. The applicant may make a written request to the Building Official for extended working hours and/or days. In granting or denying any request the Building Official will take into consideration the nature of the construction activity which would occur during extended hours/days, the time duration of the request, the proximity to residential neighborhoods and input by affected neighbors. All

approvals will be done so in writing.

General

- w. All proposed changes from approved exhibits shall be submitted to the Community Development Director who shall decide if they warrant Planning Commission and City Council review and, if so decided, said changes shall be submitted for the Commission's and Council's review and decision. The developer shall pay the prevailing fee for each additional separate submittal of development exhibits requiring Planning Commission and/or City Council review and approval.
- x. If any condition of this Architectural and Site Plan Review be declared invalid or unenforceable by a court of competent jurisdiction, this Architectural and Site Plan Review shall terminate and be of no force and effect, at the election of the City Council on motion.
- y. Prior to the submittal for a building permit, development conditions of approval as approved by the City Council shall be printed on the plans.
- z. The developer hereby agrees to defend, indemnify, and save harmless the City of Newark, its Council, boards, commissions, officers, employees and agents, from and against any and all claims, suits, actions, liability, loss, damage, expense, cost (including, without limitation, attorneys' fees, costs and fees of litigation) of every nature, kind or description, which may be brought by a third party against, or suffered or sustained by, the City of Newark, its Council, boards, commissions, officers, employees or agents to challenge or void the permit granted herein or any California Environmental Quality Act determinations related thereto.
- aa. The Conditions of Project Approval set forth herein include certain fees, dedication requirements, reservation requirements and other exactions. Pursuant to Government Code Section 66020(d)(1), these Conditions constitute written notice of a statement of the amount of such fees, and a description of the dedications, reservations and other exactions. The developer is hereby further notified that the 90-day approval period in which the developer may protest these fees, dedications, reservations and other exactions, pursuant to Government Code Section 66020(a), has begun. If the developer fails to file a protest within this 90-day period complying with all of the requirements of Section 66020, the developer will be legally barred from later challenging such exactions.

This Resolution was introduced at the Planning Commission's August 26, 2014 meeting by Commissioner , seconded by Commissioner, and passed as follows:

AYES:

NOES:

ABSENT:

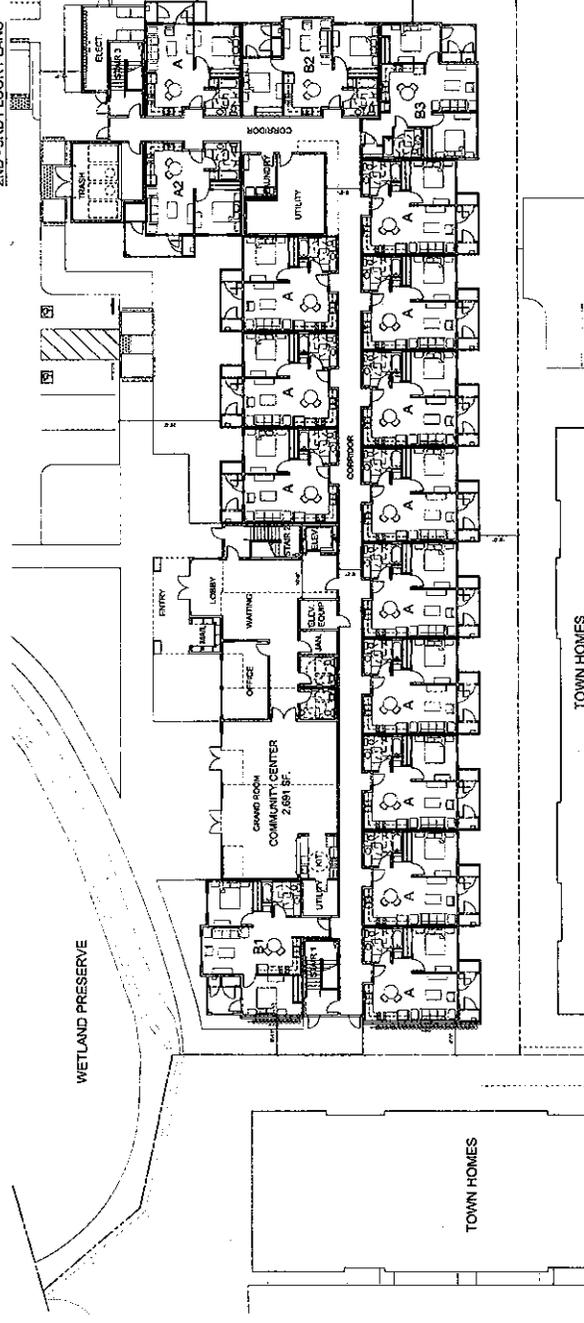
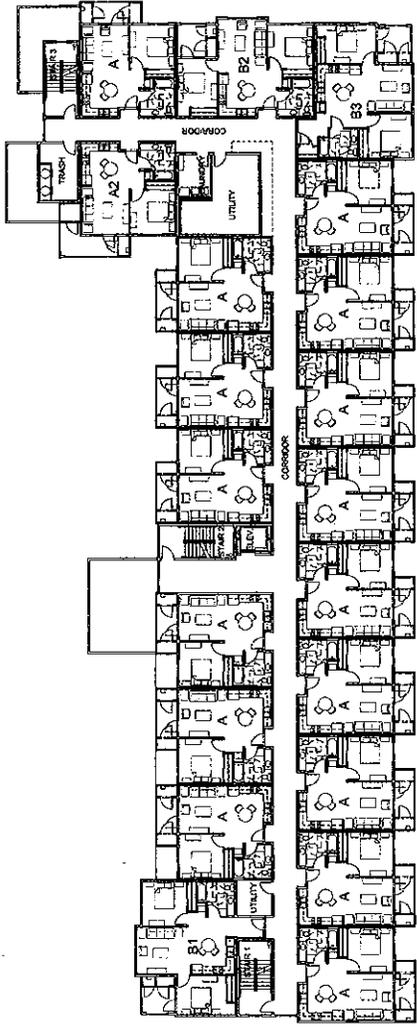
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TERRENCE GRINDALL, Secretary

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BERNIE NILLO, Chairperson





WILLOW STREET

U.S. ARCHITECTURE  
 1/2" = 1'-0"  
 A2-1  
 Kuchman

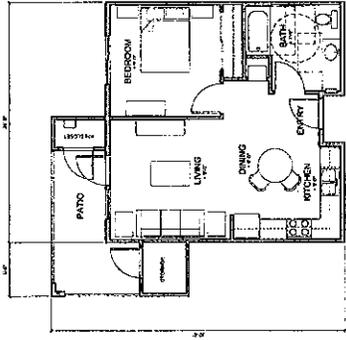
FLOOR PLANS

NEWARK SENIORS HOUSING  
 NEWARK, CALIFORNIA

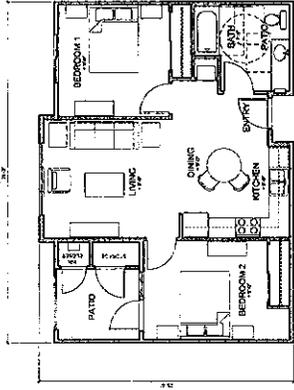


EXHIBIT A.p.2

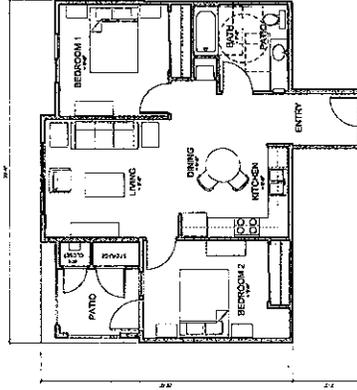




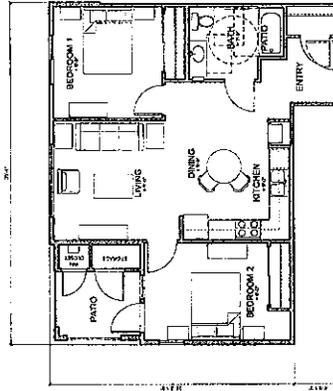
UNIT A2 1 BEDROOM / 1 BATH  
 SCALE: 1/8" = 1'-0"  
 DATE: 11/17/10



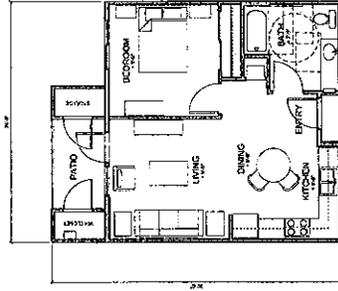
UNIT B2 2 BEDROOM / 1 BATH  
 SCALE: 1/8" = 1'-0"  
 DATE: 11/17/10



UNIT B1 2 BEDROOM / 1 BATH  
 SCALE: 1/8" = 1'-0"  
 DATE: 11/17/10



UNIT B3 2 BEDROOM / 1 BATH  
 SCALE: 1/8" = 1'-0"  
 DATE: 11/17/10



UNIT A1 1 BEDROOM / 1 BATH  
 SCALE: 1/8" = 1'-0"  
 DATE: 11/17/10





EXHIBIT A-4



