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**Newnex comments to Response A-2:**

Response A-2 does not address the concerns as stated in Comment A-2. Comment A-2 states “We didn’t see the Addendum document has addressed the potential traffic jamming issues due to the very high density of parking spaces added to the neighborhood.” And the word “neighborhood” used here is referred to the adjacent area within 2000 feet from the project site (2200 Lawson Lane):

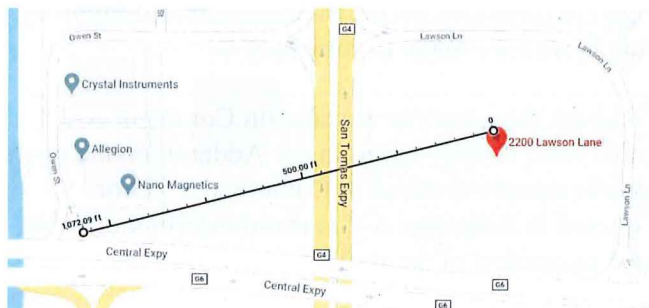
2200 Lawson to Owen Exit/Entrance on San Tomas: 0.11 miles (594.22 feet)



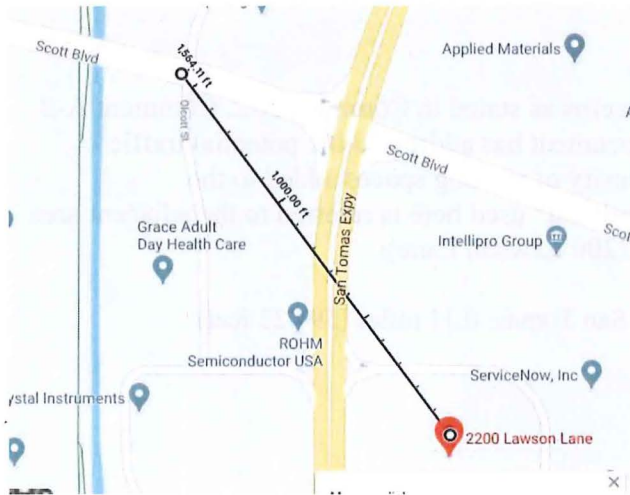
2200 Lawson to Owen and Olcott: 0.16 miles (851.59 feet)



2200 Lawson to Owen Exit/Entrance on Central Expressway: 0.20 miles (1072.09 feet)



2200 Lawson to Olcott and Scott: 0.30 miles (1564.11 feet)



As stated in Comment A-2, 1,445 parking spaces will be created from 2200 Lawson expansion projects (Phase 1 and Phase 2) and 800 more parking spaces will be made from the undergoing 3200 Scott construction, plus thousands of more parking spaces from Service Now building (either built or under construction) on both side of Lawson lane and the Santa Clara Square apartments nearby. Accumulatively, all the constructions (built, under construction and proposed expansions) will have significant impacts on the traffic in the immediate neighborhood and will make the congestions worse. For instances, the vehicles existing or entering Olcott street will have longer waiting time Since both Olcott Street and are single-lane roads, vehicles existing from or entering to building on both roads will experience much longer delay; because of no traffic lights or stop signs at the "T" junction at Owen and Olcott Also, the incoming traffic from both directions into Owen will take vehicles much longer time to turn either into west or east into Owen street, which is the essential route for those vehicles to travel either onto Central Expressway west bound or San Tomas Expressway south bound. As one of the impacted neighbors in this region, Newnex wanted to see traffic analysis and mitigation measures for the intersections and highway exits/entrances as described above. That is why we made Comment A-2.

Unfortunately, Response A-2 fails to address the concerns as stated in Comment A-2 since it pretty much just repeats what had been already stated in the Addendum document without containing new contents to answer questions raised in Comment A-2. For example, the four study intersections quoted in Response A-2 was old information from 2012 TIA report for approval of Phase 1 expansion of the project:

- San Tomas Expressway and Walsh Avenue
- San Tomas Expressway and Benton Street
- San Tomas Expressway and El Camino Real
- San Tomas Expressway and Homestead Road



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Even for perspective of an old analysis, selecting those four intersections for study is not adequate due to the following reasons:

1. They are less relevant for study since they are not near the project site. The closest intersection (San Tomas and Walsh) is 0.5 miles away and the furthest intersection (San Tomas and Homestead) is 2.6 miles away. Two out of those four intersections (San Tomas and Benton, San Tomas and Homestead) were not even included in the newer 2020 TIA report.
2. Two out of the four intersections (San Tomas and Walsh, San Tomas and Benton) are not CMP intersection.

Based on what we stated above, we hereby request the projector developer to provide traffic analysis and mitigation measures for the intersections and highway exits/entrances in the impacted immediate neighborhood near the propose project site before city council adopts this expansion plan.