



March 26, 2008

Jay Torres-Muga
West Coast Home Builders
4021 Port Chicago Highway
Concord, CA 94520

**Re: Information on the Assumptions Used in the Review of the Mitigation
for I-780 Based on the Mitigated Site Plan dated March 20, 2008**

Dear Mr. Torres-Muga:

The purpose of this letter is to provide additional information on the assumptions we used in our letter dated March 20, 2008. The letter was regarding the review of the proposed cumulative traffic mitigation to widen Interstate 780 (I-780) that was included in the Benicia Business Park FEIR¹. The March 20, 2008 mitigated site plan shows a total industrial area of approximately 150 acres as compared with the 280 acres of industrial in the original project. This is approximately a 46% decrease in the amount of acreage for industrial uses. Since the floor area ratios are proposed to be the same for this alternative (the March 20, 2008 plan)² it can then be concluded that the square footages used for the industrial uses in the FEIR trip generation will be reduced by 46% also. The commercial acreage remains approximately the same.

This results in a directly related reduction in the amount of traffic generated in Table IV.G-11 of the FEIR. The PM peak hour outbound traffic generated by the industrial uses under the original project is 645 vehicles per hour for the warehousing component and 2,406 vehicles per hour for the flex use component for a total of 3,051 trips. Applying the 46% reduction to this, results in a new total of 1,648 trips per hour. When you recalculate the total outbound PM peak hour trips (3,374) and compare them to the outbound PM peak hour trips (4,777) for the original project, the resulting reduction to the total trips from the site is about 30%. As per the March 20, 2008 mitigated site plan the 35-acre commercial area is assumed to be unchanged for the purposes of this analysis.

In this case the westbound segment of I-780 in impact TRANS-22 is only affected by the outbound traffic from the project. As seen in Figure IV.G-6 of the FEIR the percentage of traffic added to this segment of I-780 varies from 20% to 35% of the project trips. With the above-mentioned 30% reduction to the trip from the reduced industrial area and with 20% (955) of the total outbound trips (4,777) on this segment the resulting reduction would be about 286 trips per hour. This would be more than enough to eliminate the LOS F forecasts and the resulting mitigation for this segment. As mentioned in our previous letter Table IV.G-18 indicates that the volumes would need to be reduced by about 127 vehicles per hour to accomplish this.

¹ Benicia Business Park Final EIR, LSA Associates, Berkeley, CA, December, 2007.

² Benicia Business Park Mitigated Site Plan, March 20, 2008.

In summary, based on the trip generation assumptions in the Benicia Business Park FEIR the mitigated site plan dated March 20, 2008 would result in a reduction of project trips by as much as 30% on this segment of I-780. Based on this information we were able to conclude that the proposed mitigation (TRANS-22) to widen I-780 would be eliminated. I hope you find this information useful and please don't hesitate to call if there are any questions.

Sincerely yours,



Stephen C. Abrams
Vice President
T.E. License No. 1852

Attachments: March 20th, 2008 Loving and Campos Mitigated Site Plan



- Commercial 34.6 acres
- Industrial 150 acres
- Major Roads 30 acres
- Sub-Total 214.6 acres (41%)
- Vacant Property 313.2 acres (59%)
- Total 527.8 acres

BENICIA BUSINESS PARK

BENICIA, CALIFORNIA



JCA ENGINEERING & CONSTRUCTION, INC.
 2000 S. GATEWAY AVENUE, SUITE 200
 OAKLAND, CALIFORNIA 94612
 (415) 764-1000
 www.jca-engineering.com

FIGURE 5 - SITE PLAN