

Exhibit 6

Project	Project Type and Size (units or SF)	Land Use Context	Estimated Daily VMT	Outcomes
<b>Flower Mart (525, 555, 769 East Evelyn Avenue)</b>	Residential - 471 units	High-density residential including public park, near Sunnyvale border.	<i>Map color: light green; Less than 15% below existing average VMT per capita</i>	Project is below the threshold and has no significant transportation impact.
<b>777 West Middlefield Road</b>	Residential - 716 units	High-density residential, low transit access, close to freeway	<i>Map color: light green; Less than 15% below existing average VMT per capita</i>	Project is below the threshold and has no significant transportation impact.
<b>Charleston East (2000 North Shoreline Boulevard)</b>	Office - 595,000 sq ft	Large office campus, headquarters building, surrounded by similar uses	<i>Map color: pink; 5% above average to 15% above average VMT per employee</i>	Project is above the threshold but could potentially still mitigate VMT impacts by investing in significant transportation and TDM mitigations.
<b>LinkedIn (700 East Middlefield Road)</b>	Office - 1,080,000 sq ft	Large office campus, headquarters building, surrounded by similar uses	<i>Map color: pink; 5% above average to 15% above average VMT per employee</i>	Project is screened out because of transit proximity despite being above the threshold but could potentially still mitigate VMT impacts by investing in significant TDM mitigations.
<b>Sobrato (1255 Pear Avenue)</b>	Mixed-Use - 635 units and 231,210 sq ft office	Large mixed-use project in the center of the North Bayshore Precise Plan	Residential analysis: <i>Map color: yellow; between 15% below mean to mean</i>	Residential analysis: Project is above the threshold but could mitigate VMT per capita by investing in moderate transportation and TDM mitigation.
			<i>Map color: pink; 5% above mean to 15% above mean</i>	Office analysis: Project is above the threshold but could potentially still mitigate VMT per employee by investing in significant transportation and TDM mitigations.
<b>The Dean (400 San Antonio Road)</b>	Mixed-Use - 583 units; 11171 SF ground floor commercial	Large high-density residential with some ground floor retail, built pursuant to San Antonio Precise Plan; located near crossroads of two major corridors and city Gateway	Residential analysis: <i>map color: dark green; Less than 25% below average VMT per capita</i>	Residential analysis: Project is below the threshold and has no significant transportation impact. Project lies within a TPA.
			Commercial analysis: Less than OPR's recommended locally serving retail size screen	Commercial analysis: Project is below the threshold and has no significant transportation impact. Within TPA.

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<b>750 - 800 Moffett Boulevard</b>	Other - 200+ room hotel, 100,000 SF office building	Located between SR 85, US-101, and Moffett Boulevard. No transit adjacency, gateway area.	Residential analysis: Less than 15% below existing average VMT per capita; Office analysis: above mean VMT per worker. <i>Map color: light green</i>	Residential analysis: Project is below the threshold and has no significant transportation impact.
			Office analysis: above mean VMT per worker.	Commercial analysis: project exceeds the employment threshold and does not have any other applicable screens. CEQA VMT analysis required.
<b>410-414 Sierra Vista Avenue</b>	14 unit rowhouse	Multi-family project in the heart of a large R3 (multi-family) zone.	Residential analysis: Less than 25% below average VMT per capita; <i>Map color: dark green</i>	Project is below the threshold and has no significant transportation impact. Small project screen applies.
<b>2044 and 2054 Montecito Avenue</b>	52 unit rowhouse	Multi-family project in the heart of a large R3 (multi-family) zone.	Residential analysis: Less than 25% below average VMT per capita; <i>Map color: dark green</i>	Project is below the threshold and has no significant transportation impact.
<b>Lux Largo (1411-1495 West El Camino Real)</b>	53 condos on 1.25 AC	Located on El Camino Real Corridor, within a Precise Plan Area	<i>Map color: light green;</i> Residential analysis: Less than 15% below existing average VMT per capita	Project is below the threshold and has no significant transportation impact and is also screened because of transit proximity.
<b>535 and 555 Walker Drive</b>	Residential - 58-unit rowhouse development on 2.15 AC	Multi-family project in a large R3 (multi-family) zone. No transit proximity	<i>Map color: dark green;</i> Less than 25% below average VMT per capita	Project is below the threshold and has no significant transportation impact.
<b>333 North Rengstorff Avenue</b>	Residential - 31 unit rowhouse development	Multi-family project in the heart of a large R3 (multi-family) zone.	<i>Map color: dark green ;</i> Less than 25% below average VMT per capita	Project is below the threshold and has no significant transportation impact.
<b>1555 West Middlefield</b>		115 Multi-family residential, along corridor; rowhomes	<i>light green;</i> Less than 15% below existing average VMT per capita	Project is below the threshold and has no significant transportation impact.
<b>296 Tyrella</b>		11 Multi-family residential; rowhomes	<i>dark green;</i> Less than 25% below average VMT per capita	Project is below the threshold and has no significant transportation impact. Small project screen applies.
<b>1968 Hackett</b>		24 Multi-family residential; rowhomes	<i>dark green;</i> Less than 25% below average VMT per capita	Project is below the threshold and has no significant transportation impact. Small project screen applies.

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647 Sierra Vista	29	Multi-family residential; rowhomes	<i>light green</i> ; Less than 15% below existing average VMT per capita	Project is below the threshold and has no significant transportation impact. Small project screen applies.
1950 Montecito	33	Multi-family residential; rowhomes	<i>dark green</i> ; Less than 25% below average VMT per capita	Project is below the threshold and has no significant transportation impact.
315 Sierra Vista	15	Multi-family residential; rowhomes	<i>dark green</i> ; Less than 25% below average VMT per capita	Project is below the threshold and has no significant transportation impact. Small project screen applies.
257 Calderon	16	Multi-family residential; rowhomes	<i>yellow</i> ; between 15% below mean to mean	Project does not comply with residential threshold and is not located in a low VMT area. Small project screen applies. Transit screen applies.
1958 Latham	6	Multi-family residential; rowhomes	<i>dark green</i> ; Less than 25% below average VMT per capita	Project is below the threshold and has no significant transportation impact. Small project screen applies. Transit screen applies.
2025 and 2065 San Luis	33	Multi-family residential; rowhomes	<i>dark green</i> ; Less than 25% below average VMT per capita	Project is below the threshold and has no significant transportation impact.
2005 Rock	15	Multi-family residential; rowhomes	<i>light green</i> ; Less than 15% below existing average VMT per capita	Project is below the threshold and has no significant transportation impact. Small project screen applies.
2310 Rock	55	Multi-family residential; rowhomes	<i>yellow</i> ; between 15% below mean to mean	No screens apply. However project is categorically exempt - Infill Project.
570 Rengstorff	85	Multi-family residential, along corridor; rowhomes	<i>dark green</i> ; Less than 25% below average VMT per capita	Project is below the threshold and has no significant transportation impact. Transit screen applies.
950 W El Camino Real	71	Precise Plan Corridor; apartments	<i>light green</i> ; Less than 15% below existing average VMT per capita	Project is below the threshold and has no significant transportation impact. Transit screen applies. 100% affordable housing screen applies.
759 West Middlefield	75	Multi-family residential, along corridor; apartments	<i>light green</i> ; Less than 15% below existing average VMT per capita	Project is below the threshold and has no significant transportation impact.
828 and 836 Sierra Vista	20	Multi-family residential; rowhomes	<i>yellow</i> ; between 15% below mean to mean	Small project screen applies Project is categorically exempt - Infill Project.

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982 Bonita	8	Multi-family residential; condos	<i>light green</i> ; Less than 15% below existing average VMT per capita	Project is below the threshold and has no significant transportation impact. Transit screen applies. Small project screen applies.
851-853 Sierra Vista	9	Multi-family residential; rowhomes	<i>yellow</i> ; between 15% below mean to mean	Small project screen applies. Project is categorically exempt - Infill Project? IS/MND conducted because project involved a General Plan Amendment.
231-235 Hope	9	Multi-family residential; condos	<i>yellow</i> ; between 15% below mean to mean	Does not comply with threshold. Transit screen applies. Small project screen applies.
858 Sierra Vista	4	small-lot single-family development	<i>yellow</i> ; between 15% below mean to mean	Project does not comply with threshold. Small project screen applies. Project is categorically exempt - Infill Project.
1998-2024 Montecito	17	Multi-family; condos	<i>dark green</i> ; Less than 25% below average VMT per capita	Project is below the threshold and has no significant transportation impact. Small project screen applies.
186 East Middlefield	8	Multi-family residential; condos	<i>dark green</i> ; Less than 25% below average VMT per capita	Project is below the threshold and has no significant transportation impact. Small project screen applies.
277 Fairchild	22	Multi-family residential	<i>dark green</i> ; Less than 25% below average VMT per capita	Project is below the threshold and has no significant transportation impact. Small project screen applies. Transit screen applies.
460 North Shoreline	62	Multi-family residential, along corridor	<i>light green</i> ; Less than 15% below existing average VMT per capita	Project is below the threshold and has no significant transportation impact. Transit screen applies.
315-319 Sierra Vista	15	Multi-family residential; rowhomes	<i>dark green</i> ; Less than 25% below average VMT per capita	Project is below the threshold and has no significant transportation impact. Small project screen applies.