# APPENDICES TO

# DRAFT ENVIRONMENTAL IMPACT REPORT

# SAN MATEO COUNTY COMMUNITY COLLEGE DISTRICT

# 2015 FACILITIES MASTER PLAN AMENDMENT

**STATE CLEARINGHOUSE #2015052007**

**August 2015**

Appendix A

# NOP and Scoping Comments

**Appendix A-1:** Notice of Preparation

**Appendix A-2:** Scoping Comments

A-1
# Notice of Preparation

SAN MATEO COUNTY COMMUNITY COLLEGE DISTRICT

*Office of the Chancellor*
3401 CSM Drive, San Mateo, CA 94402
P: (650) 574-6550 F: (650) 574-6566
www.smccd.edu

May 4, 2015

**To:** State Agencies
Responsible Agencies
Local and Public Agencies
Trustee Agencies
Interested Parties

**From:** Barbara Christensen
San Mateo County Community College District
Director of Community/ Government Relations
3401 CSM Drive
San Mateo, CA 94402

**NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT FOR THE SAN MATEO COUNTY COMMUNITY COLLEGE DISTRICT 2015 FACILITIES MASTER PLAN AMENDMENT**

As the Lead Agency, San Mateo County Community College District (District) will prepare an Environmental Impact Report (EIR) for the above referenced project and would like your views regarding the scope and content of the environmental information to be addressed in the EIR. This EIR may be used by your agency when considering approvals for this Project. The Project description, location, and a brief summary of potential environmental effects are attached.

According to State law, the deadline for your response is 30 days after receipt of this notice; however, we would appreciate an earlier response, if possible. Written comments will be accepted until **June 8, 2015** at **5:00 pm.** Please identify a contact person, and send your comments to:

San Mateo County Community College District
Attention: Barbara Christensen
3401 CSM Drive
San Mateo, CA 94402
(650) 574-6560
christensen@smccd.edu

Barbara Christensen
Director of Community/Government Relations

Barbara Christensen

Date: May 4, 2015

# NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT FOR THE SAN MATEO COUNTY COMMUNITY COLLEGE DISTRICT 2015 FACILITIES MASTER PLAN AMENDMENT

## A. INTRODUCTION

The purpose of an Environmental Impact Report (EIR) is to inform decision makers and the general public of the environmental effects of a proposed project. The EIR process is intended to provide environmental information sufficient to evaluate a proposed project and its potential for significant impacts on the environment; to examine methods of reducing adverse environmental impacts; and to consider alternatives to the project. Although an EIR is one of the first documents to be reviewed when considering a project, the document itself, including its certification, does not constitute project approval. Upon finding the EIR is complete and in compliance with the California Environmental Quality Act (CEQA) of 1970, as amended, the District Board of Trustees will consider certification of the EIR at a public hearing.

The EIR for the Project will be prepared and processed in accordance with CEQA and will include:

- A summary of the Project
- A Project description
- An environmental setting, impact analysis and mitigation measures
- Alternatives to the Project as proposed
- Other CEQA considerations including: (a) any significant environmental effects which cannot be avoided if the Project is implemented, (b) the growth-inducing impacts of the proposed Project, and (c) cumulative impacts.

## B. PROJECT LOCATION

The San Mateo County Community College District (District) has three campuses in San Mateo County, California, including Cañada College in Redwood City and the Town of Woodside, College of San Mateo (CSM) in the City of San Mateo, and Skyline College in the City of San Bruno. Figure 1 shows the regional locations of each of the three campuses.

### *Cañada College*

Cañada College is 124 acres located within Redwood City and the Town of Woodside. Regional access is from Interstate 280 (I-280) on the west side of the campus, as well as from State Route (SR) 84, approximately 1.5 miles to the southwest on the east side of campus. The main entrance is on Farm Hill Boulevard. There is a second entrance on West Entry Drive off of Cañada Road. The campus is surrounded by residential development on all sides; Emerald Hills Golf Course to the northeast; and Barkley Fields and Park on Farm Hill Boulevard to the south.

### *College of San Mateo*

CSM is 150 acres located in the City of San Mateo. Regional access is from SR 92 on the northeast side of the campus. The main entrance is on West Hillsdale Boulevard on the southeast side of campus. There is a second entrance on CSM Drive, on the southwest side of campus. The campus is surrounded by residential development to the north, west, and east and by an office complex to the south.

### *Skyline College*

Skyline College is 108 acres located in the City of San Bruno. Regional access is from I-280 on the east side of campus. The main entrance is from College Drive off of Skyline Boulevard on the east side of the campus.

There is a second entrance from College Drive off of Sharp Park Boulevard on the northwest side of the campus. The campus is surrounded by residential development to the north and east, undeveloped land to the west and south, and a County jail to the south.

## C. DESCRIPTION OF THE PROJECT

The 2015 Facilities Master Plan Amendment would continue the modernization and renovation work that began with adoption of the District's 2001 and 2006 Facilities Master Plans. The 2015 Facilities Master Plan Amendment identifies planned improvements at the three campuses including, but not limited to: building modernization and renovation, building demolition, new building construction, tree removal, landscaping/pedestrian improvements, and changes in parking and roadways. The locations of each of the proposed improvements are shown in Figures 2 through 4. The specific design and construction of campus projects would occur as projects are funded through the District's Capital Improvement Program.

The Project proposes the following development at each campus:

### *Cañada College*

- New construction:
    - Building 1, Kinesiology/Wellness, including demolition of existing Building 1 (approximately 39,500 sf) and construction of a new Building 1 (approximately 85,000 sf) and two new swimming pools (25 meters each)
    - Math/Science/Engineering Building (approximately 55,000 sf)
- Modernization and renovation:
    - Building 3, Performing Arts Center
    - Building 9, Library/Student Resource Center
    - Building 13, Multi-Disciplinary Instructional Center
    - Building 16, Instructional
    - Building 18, Instructional
- Pedestrian improvements:
    - North quad between existing Buildings 17 and 22
- Parking lot expansion:
    - Lot 6, an additional approximately 325 parking stalls
    - Lot 10, an additional approximately 150 to 200 parking stalls, including demolition of temporary Buildings 19, 20, and 21
- Potential renewable energy installations (e.g., photovoltaic, solar thermal, or cogeneration):
    - Building 1, Kinesiology/Wellness
    - Math/Science/Engineering Building

### *College of San Mateo*

- New construction:
    - Building 8, Kinesiology/Wellness, including demolition of existing Building 8 (approximately 56,000 sf) and construction of a new Building 8 (approximately 75,000 to 80,000 sf)
- Modernization and renovation:
    - Building 1, Public Safety
    - Building 3, Arts & Humanities

    - Building 7, Facilities Maintenance Center
    - Building 9, Library/Information Technology Services
    - Building 17, Student Services
    - Building 34, Fire Science/Facilities Management
    - Corporation Yard
- Potential renewable energy installations (e.g., photovoltaic, solar thermal, or cogeneration):
    - Parking Lots 1, 2, and 9 (solar)
    - Building 7, Facilities Maintenance Center (cogeneration)

***Skyline Campus***

- New construction:
    - Environmental Sciences Building (approximately 18,000 to 20,000 sf), located west of parking lots F and G
    - Building 1, Social Science/Creative Arts Programs, including demolition of existing Building 1 (approximately 78,000 sf) and construction of new Building 1 (approximately 120,000 sf)
    - Boiler Plant adjacent to Building 2 (approximately 3,000 to 5,000 sf)
    - Energy Management Programs building (approximately 8,500 to 10,000 sf), located south of the Overflow Parking near Lot L
    - Residential Complex, up to 71 housing units, including up to 47 single-family detached homes for members of the public and up to 24 multi-family residential units for College faculty and staff, on Surplus Parcel B (approximate 8-acre parcel, located south of College Drive)
- Modernization and renovation:
    - Building 2, Workforce/Economic Development Prosperity Center
    - Building 5, Library
    - Building 14, Early Childhood Education
- Pedestrian improvements:
    - South pedestrian gateway between Building 1 and Lot C
    - Pedestrian connection between new Environmental Sciences Building and Building 8
- Parking lot expansion:
    - Demolition of existing Building 19 (approximately 39,000 sf) and expansion of Lot L, with approximately 125 to 175 additional parking stalls
- Potential renewable energy installations (e.g., photovoltaic, solar thermal, or cogeneration):
    - Building 1/1A
    - Energy Management Programs Facility

The proposed improvements would not facilitate increases in enrollment, employment, or contribute to campus growth. Enrollment at the three campuses has stabilized and is not currently limited as a function of campus size. The overarching purpose of the proposed improvements, including increasing building square footage, is to better serve approximately the same numbers of current students and staff with modern facilities and technology for the foreseeable future. Therefore, increasing the building square footage to improve functionality is not expected to result in significantly increased enrollment or campus employment.

However, there are two components of the Project that would increase use of specific campus facilities. Building 1, Kinesiology/Wellness Building, at the Cañada campus would be open to public memberships, in addition to use by students, staff and faculty. The residential complex at Skyline College would house the general public in single-family homes and staff and faculty in the multi-family housing.

## D. ENVIRONMENTAL EFFECTS OF THE PROJECT

The Project could result in potential environmental effects associated with the following resource topics or environmental issues: aesthetics, air quality and energy, biological resources, cultural resources, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, noise, population and housing, public services and utilities, and transportation/traffic, cumulative impacts, alternatives to the project, and growth inducing impacts. The analysis and potential effects are described further below. The Project would not result in environmental effects associated with agriculture and forest resources or mineral resources because these are not present on the Project site or area.

### *Aesthetics*

The EIR will describe the existing visual character of the Project site and surrounding area including the existing viewpoints, notable visual resources, and the visual quality of the Project area and any impacts to scenic views that would result from development of the Project. This resource section will also consider the potential impacts of the creation of new sources of light and glare. Visual simulations from critical public viewpoints will be prepared to demonstrate changes in views as a result of the Project. The impact analysis will focus on changes in key public views, including alteration of visual character, impacts to scenic highways, and any proposed nighttime light and daytime glare, and will include recommendations and mitigation measures to lessen potential Project impacts, as appropriate.

### *Air Quality and Energy*

*Air Quality*

The EIR will describe existing air quality conditions, potential impacts from Project construction and operation, and mitigation measures, including those recommended and required by the Bay Area Air Quality Management District (BAAQMD) designed to reduce the significance of identified Project-related air quality impacts. A screening-level health risk assessment will be prepared to estimate potential health risks associated with the Project. It is anticipated that construction activities could result in emissions of toxic air contaminants from diesel fuel combustion in construction equipment and heavy-duty trucks. Mitigation and/or avoidance measures will be identified for significant air quality impacts, as appropriate.

*Energy Conservation*

If feasible, the EIR will provide a quantitative analysis of transportation energy impacts, construction and operational energy impacts, and renewable energy impacts. The EIR will include a qualitative energy analysis for the Project based on Appendix F of the CEQA Guidelines. The energy analysis will include a discussion of relevant regulations and will describe existing energy resources and consumption levels within California and San Mateo County and by the District. Consistent with CEQA Guidelines Appendix F, the proposed Project will be evaluated for its potential to lead to a wasteful, inefficient, and unnecessary usage of direct or indirect energy.

### *Biological Resources*

The EIR will provide a description of the existing biological resources on each of the three campuses, a discussion of potential impacts including tree removal, and appropriate mitigation and/or avoidance measures will be included in the EIR.

### *Cultural Resources*

The EIR will evaluate potential impacts to historical resources, archaeological resources, and human remains. Potential impacts include the inadvertent discovery of unknown buried resources and altering the character of historic resources. The EIR will identify mitigation and/or avoidance measures for significant impacts to cultural resources, as appropriate.

### *Geology and Soils*

The EIR will describe geologic and soil constraints and potential geologic and seismic hazards that could result in Project impacts, which could also include loss of top soil and erosion from grading. The EIR will identify mitigation and/or avoidance measures for significant geology and soils impacts, as appropriate.

### *Greenhouse Gas Emissions*

The EIR will describe the existing greenhouse gas (GHG) emissions at each of the campuses, the Project's impacts to climate change and climate change's impacts to the Project, and mitigation measures designed to reduce the significance of Project-related climate change impacts.

### *Hazards and Hazardous Materials*

There may be hazardous materials issues associated with building demolition (e.g., asbestos) and with serpentine soils at all three campuses. The EIR will discuss site hazards on the basis of available mapping of hazards and information in the Department of Toxic Substances Control database. In analyzing the Project's potential impacts, the EIR will take into account standard code requirements and best management practices for the handling of hazardous materials. Mitigation measures will be identified to reduce significant hazardous materials impacts, as appropriate.

### *Hydrology and Water Quality*

The EIR will describe potential effects on hydrology and water quality, including stormwater drainage and the potential for flooding on the site, and will identify appropriate mitigation and/or avoidance measures for these impacts. In addition, the EIR will describe impacts from stormwater runoff and drainage from the proposed development. The impact analysis will identify any additional mitigation to avoid significant impacts, if necessary.

### *Land Use and Planning*

The EIR will describe the existing land uses on and adjacent to the Project site, and the Project's compatibility with existing and planned land uses on and adjacent to the campuses. It is important to note that the College District Board of Trustees has exempted the 2015 Facilities Master Plan Amendment project from the application of city and county zoning ordinances. At Skyline College, the proposed future housing will be examined on the basis of its consistency with the City of San Bruno General Plan in coordination with the City. Housing is not exempt from zoning because it is not a classroom use. Land use impacts resulting from the proposed uses on the site will be addressed. Mitigation and/or avoidance measures will be identified for significant land use impacts, as appropriate.

### *Noise*

The EIR will evaluate noise and vibration impacts associated with construction and operation of the Project. Existing noise conditions at each of the three campuses will be described. The EIR will also address the compatibility of the proposed uses with the Project site's existing and future noise exposure, offsite impacts resulting from onsite noise sources, Project-generated traffic noise impacts to sensitive receptors in the area, and the temporary noise increase during Project construction. Mitigation and/or avoidance measures will be identified for significant noise impacts, as appropriate.

### *Population and Housing*

The EIR will examine the Project's potential to effect population and housing. This section will discuss qualitatively the housing supply and demand in the context of Association of Bay Area Governments (ABAG) regional household forecasts and fair share housing allocations. Mitigation measures will be identified that would avoid or reduce significant impacts to population and housing.

### *Public Services and Utilities*

The EIR will identify existing public services, systems utilities, and service providers. The analysis will examine whether existing public services and utilities are sufficient to serve the Project and the impacts, if any, of expanding public services if that is necessary. Existing public services and utilities and providers in the Project area will be identified to determine the needs of the new facilities. The analysis will also evaluate the Project's effects on public services and utility disruption, if any, and mitigation measures will be identified that would avoid or reduce significant impacts to public services and utilities, if necessary.

### *Recreation*

The EIR will examine the extent to which the Project may affect nearby recreation areas or create the need for new recreation areas. Existing recreational facilities in the campus areas will be identified to determine whether any such facilities would be disrupted during Project construction. An assessment will be performed to determine whether Project implementation would result in substantial increase in demand for recreational facilities such that new or improved facilities would be required. The Project includes a public Health Club and Aquatic Center at the new Kinesiology/Wellness Building on the Cañada College campus that would be available to the public; this is an addition to recreation uses in the area. Mitigation measures will be identified that would avoid or reduce significant impacts to recreation, if necessary.

### *Transportation/Traffic*

The EIR will describe the existing transportation network and evaluate the Project's traffic impacts. The EIR will analyze construction-related traffic impacts at each campus. An operations or trip generation analysis will be conducted for the public Health Club and Aquatic Center located at the Kinesiology/Wellness Building at Cañada College and the new residential development proposed at Skyline College. Mitigation and/or avoidance measures will be identified for any significant traffic impacts.

### *Cumulative Impacts*

In accordance with CEQA, the EIR will address the impacts of implementing this Project in combination with other past, present, and reasonably foreseeable future projects in San Mateo County and neighboring jurisdictions. The EIR will identify the Project's contribution to cumulative impacts and, if necessary, mitigation to reduce the contribution to a less than significant level.

### *Alternatives to the Project*

In accordance with CEQA, the EIR will qualitatively evaluate a reasonable range of potentially feasible alternatives to the Project and a "No Project" alternative. Alternatives will be identified based on their ability to meet most of the Project objectives but reduce or avoid significant environmental impacts, and will likely include a reduced intensity alternative.

### *Other CEQA Sections*

The EIR will include other sections required by CEQA, including Significant Unavoidable Impacts, Significant Irreversible Environmental Changes, Growth-inducing Impacts, Authors and Consultants, References, and Technical Appendices.

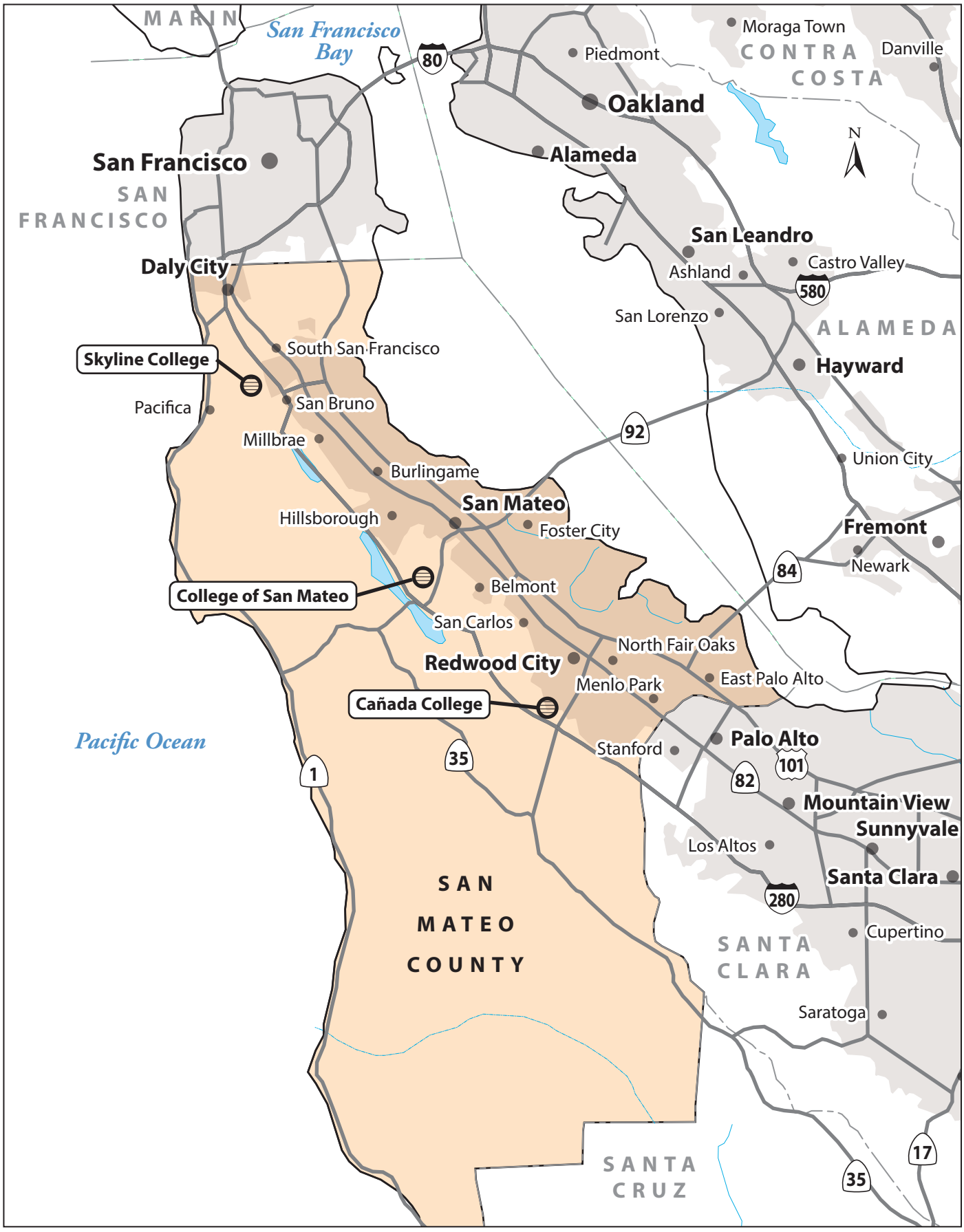
## E. SCOPING COMMENTS

The District is soliciting input regarding the scope and content of the EIR and environmental information appropriate to your agency's statutory responsibilities or of interest to your organization. Specifically, we are requesting the following.

1. Identify significant environmental effects and mitigation measures that you believe need to be explored in the EIR with supporting discussion of why you believe these effects may be significant.
2. Describe special studies and other information that you believe are necessary for the District to analyze the significant environmental effects, alternatives, and mitigation measures you have identified.
3. For public agencies that provide infrastructure and public services, identify any facilities that will be required to provide services.
4. Indicate whether staff from your agency would like to meet with District staff to discuss the scope and content of the EIR's environmental information.
5. Provide the name, title, telephone number, postal, and email addresses of the contact person from your agency or organization that we can contact regarding your comments.
6. Identify alternatives that you believe need to be explored in further detail in the EIR.

Comments may be sent to:

Barbara Christensen
San Mateo County Community College District
Director of Community/Government Relations
3401 CSM Drive
San Mateo, CA 94402
christensen@smccd.edu

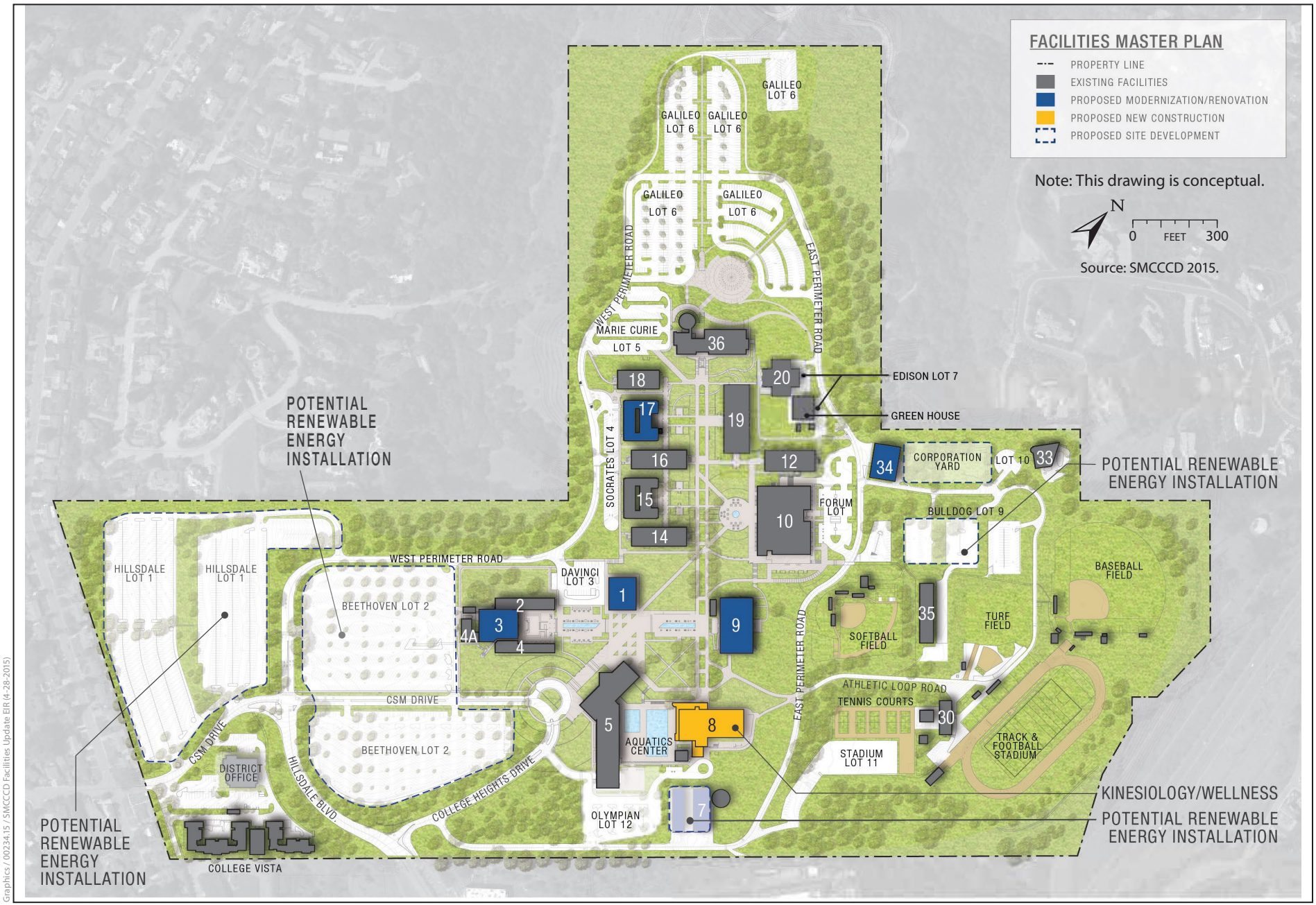



Graphics ... 00234.15 (4-28-2015)

**Figure 1**
**Regional Location of Cañada College, College of San Mateo, and Skyline College Campuses**

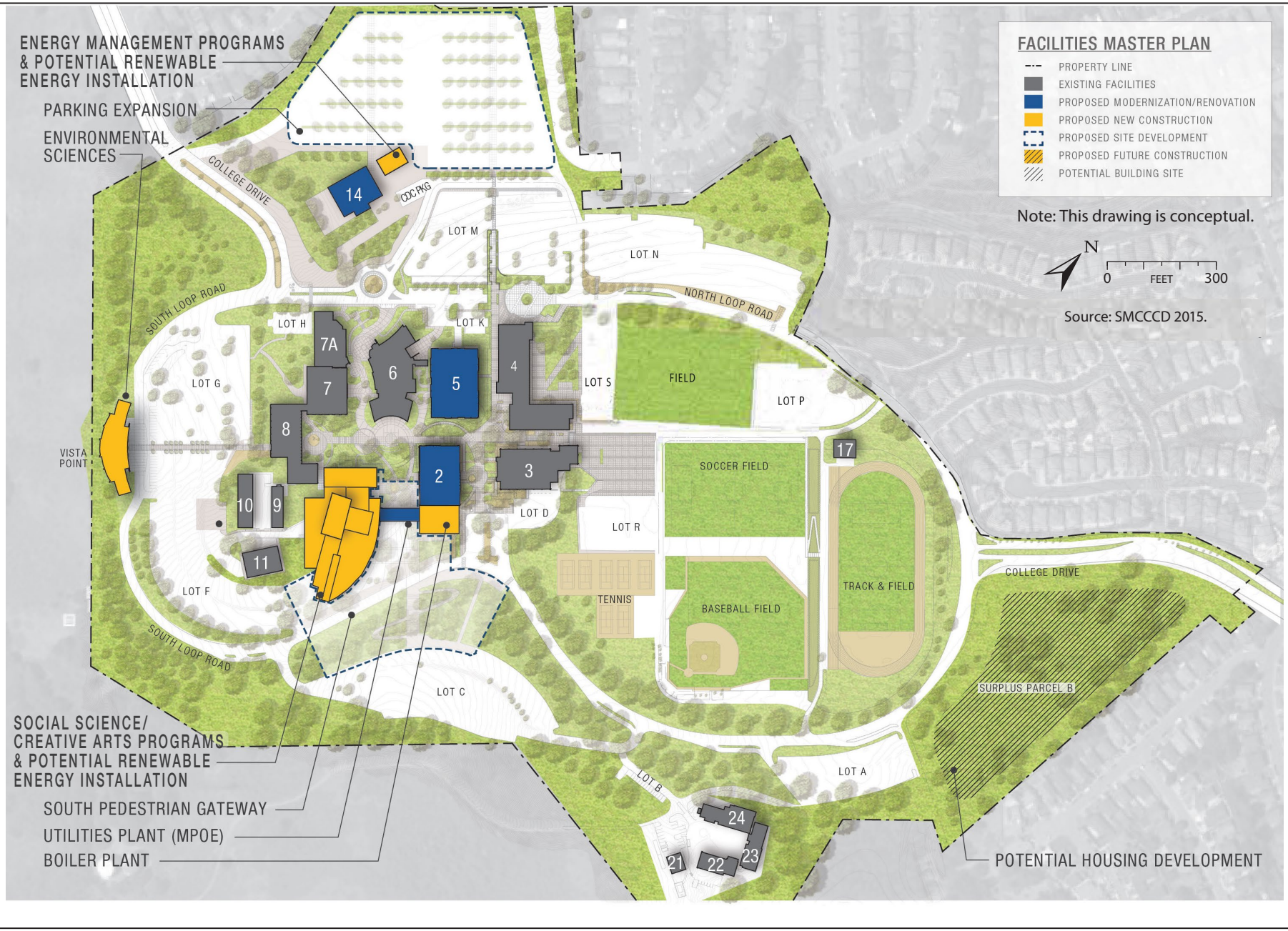

Graphics / 00234.15 / SMCCCD Facilities Update EIR (4-28-2015)

**Figure 2**
**Proposed Improvements at Cañada College**




Graphics / 00234.15 / SMCCCD Facilities Update EIR (4-28-2015)

**Figure 3**
**Proposed Improvements at College of San Mateo**




Graphics / 00234.15 / SMCCCD Facilities Update EIR (4-28-2015)

**Figure 4**
**Proposed Improvements at Skyline College**

Print Form

*Appendix C*

# Notice of Completion & Environmental Document Transmittal

2015052007

*Mail to:* State Clearinghouse, P.O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613
*For Hand Delivery/Street Address:* 1400 Tenth Street, Sacramento, CA 95814

SCH #

**Project Title:** San Mateo County Community College District 2015 Facilities Master Plan Amendment

Lead Agency: San Mateo County Community College District
Contact Person: Barbara Christensen
Mailing Address: 3401 CSM Drive
Phone: (650) 574-6560
City: San Mateo Zip: 94402
County: San Mateo

**Project Location:** County: San Mateo City/Nearest Community: Redwood City, Woodside; San Mateo; San Bruno
Cross Streets: Farm Hill Boulevard; West Hillsdale Boulevard; Skyline Boulevard Zip Code: 94061;94402;94066
Longitude/Latitude (degrees, minutes and seconds): ____° ____′ ____″ N / ____° ____′ ____″ W Total Acres: 124;150;108
Assessor's Parcel No.: Section: Twp.: Range: Base:
Within 2 Miles: State Hwy #: I-280, SR 84, SR 92 Waterways: Emerald Lake; Crystal Springs Reservoir; Pacific Ocean
Airports: Railways: Schools: See attached

**Document Type:**

CEQA: ☒ NOP ☐ Draft EIR NEPA: ☐ NOI Other: ☐ Joint Document
☐ Early Cons ☐ Supplement/Subsequent EIR ☐ EA ☐ Final Document
☐ Neg Dec (Prior SCH No.) ☐ Draft EIS ☐ Other:
☐ Mit Neg Dec Other: ☐ FONSI

**Local Action Type:**

☐ General Plan Update ☐ Specific Plan ☐ Rezone ☐ Annexation
☐ General Plan Amendment ☐ Master Plan ☐ Prezone ☒ Redevelopment
☐ General Plan Element ☐ Planned Unit Development ☐ Use Permit ☐ Coastal Permit
☐ Community Plan ☐ Site Plan ☐ Land Division (Subdivision, etc.) ☐ Other:

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**Development Type:**

☒ Residential: Units 71 Acres +/- 8
☐ Office: Sq.ft. Acres Employees
☐ Commercial: Sq.ft. Acres Employees
☐ Industrial: Sq.ft. Acres Employees
☒ Educational: College facility improvements
☒ Recreational: 25 meter swimming pools (2) and health club
☒ Water Facilities: Type swimming pools MGD
☐ Transportation: Type
☐ Mining: Mineral
☒ Power: Type Solar MW
☐ Waste Treatment: Type MGD
☐ Hazardous Waste: Type
☒ Other: Parking lot expansion and roadway reconfiguration

**Project Issues Discussed in Document:**

☒ Aesthetic/Visual ☐ Fiscal ☒ Recreation/Parks ☒ Vegetation
☐ Agricultural Land ☒ Flood Plain/Flooding ☒ Schools/Universities ☒ Water Quality
☒ Air Quality ☐ Forest Land/Fire Hazard ☐ Septic Systems ☒ Water Supply/Groundwater
☒ Archeological/Historical ☒ Geologic/Seismic ☒ Sewer Capacity ☐ Wetland/Riparian
☒ Biological Resources ☐ Minerals ☒ Soil Erosion/Compaction/Grading ☒ Growth Inducement
☐ Coastal Zone ☒ Noise ☒ Solid Waste ☒ Land Use
☒ Drainage/Absorption ☒ Population/Housing Balance ☒ Toxic/Hazardous ☒ Cumulative Effects
☐ Economic/Jobs ☒ Public Services/Facilities ☒ Traffic/Circulation ☒ Other: GHG Emissions

**Present Land Use/Zoning/General Plan Designation:**

Existing college campuses

**Project Description:** *(please use a separate page if necessary)*

San Mateo Community College District (District) has three campuses in San Mateo County, California including Cañada College in Redwood City and the Town of Woodside, College of San Mateo (CSM) in the City of San Mateo, and Skyline College in the City of San Bruno. The 2015 Facilities Master Plan Amendment would continue the modernization and renovation work that began with adoption of the District's 2001 and 2006 Facilities Master Plans. The 2015 Facilities Master Plan Amendment identifies planned improvements at the three campuses including, but not limited to: building modernization and renovation, building demolition, new building construction, tree removal, landscaping/pedestrian improvements, roadway construction/ reconstruction, and changes in parking and roadway reconfiguration.

*Note: The State Clearinghouse will assign identification numbers for all new projects. If a SCH number already exists for a project (e.g. Notice of Preparation or previous draft document) please fill in.*

## Reviewing Agencies Checklist

Lead Agencies may recommend State Clearinghouse distribution by marking agencies below with and "X".
If you have already sent your document to the agency please denote that with an "S".

| | | | |
|---|---|---|---|
| X | Air Resources Board | X | Office of Historic Preservation |
| | Boating & Waterways, Department of | | Office of Public School Construction |
| | California Emergency Management Agency | | Parks & Recreation, Department of |
| | California Highway Patrol | | Pesticide Regulation, Department of |
| X | Caltrans District #4 | | Public Utilities Commission |
| | Caltrans Division of Aeronautics | X | Regional WQCB #2 |
| | Caltrans Planning | | Resources Agency |
| | Central Valley Flood Protection Board | | Resources Recycling and Recovery, Department of |
| | Coachella Valley Mtns. Conservancy | | S.F. Bay Conservation & Development Comm. |
| | Coastal Commission | | San Gabriel & Lower L.A. Rivers & Mtns. Conservancy |
| | Colorado River Board | | San Joaquin River Conservancy |
| | Conservation, Department of | | Santa Monica Mtns. Conservancy |
| | Corrections, Department of | | State Lands Commission |
| | Delta Protection Commission | | SWRCB: Clean Water Grants |
| | Education, Department of | | SWRCB: Water Quality |
| | Energy Commission | | SWRCB: Water Rights |
| | Fish & Game Region # | | Tahoe Regional Planning Agency |
| | Food & Agriculture, Department of | | Toxic Substances Control, Department of |
| | Forestry and Fire Protection, Department of | | Water Resources, Department of |
| | General Services, Department of | | |
| | Health Services, Department of | | Other: |
| | Housing & Community Development | | Other: |
| X | Native American Heritage Commission | | |

**Local Public Review Period (to be filled in by lead agency)**

Starting Date May 5, 2015 Ending Date June 8, 2015

**Lead Agency (Complete if applicable):**

Consulting Firm: ICF International
Address: 620 Folsom Street-2nd Floor
City/State/Zip: San Francisco, CA 94107
Contact: Elizabeth Antin
Phone: (415) 677-7102

Applicant: San Mateo County Community College District
Address: 3401 CSM Drive
City/State/Zip: San Mateo, CA 94402
Phone: (650) 574-6560

**Signature of Lead Agency Representative:** _____ **Date:** 5/4/15

Authority cited: Section 21083, Public Resources Code. Reference: Section 21161, Public Resources Code.




# San Mateo County Community College District 2015 Facilities Master Plan Amendment

**SCH Number:** 2015052007

**Document Type:** NOP - Notice of Preparation

**Project Lead Agency:** San Mateo County Community College District

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**Project Description**

San Mateo Community College District has three campuses in San Mateo County, California including Canada College in Redwood City and the Town of Woodside, College of San Mateo (CSM) in the City of San Mateo, and Skyline College in the City of San Bruno. The 2015 Facilities Master Plan Amendment would continue the modernization and renovation work that began with adoption of the District's 2001 and 2006 Facilities Master Plans. The2015 Facilities Master Plan Amendment identifies planned improvements at the three campuses including, but not limited to: building modernization and renovation, building demolition, new building construction, tree removal, landscaping/pedestrian improvements, roadway construction/reconstruction, and changes in parking and roadway reconfiguration.

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**Contact Information**

**Primary Contact:**
Barbara Christensen
San Mateo County Community College District
650-574-6560
3401 CSM Drive
San Mateo, CA 94402

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**Project Location**

County: San Mateo
City: Redwood City, Woodside, San Mateo, San Bruno
Region:
Cross Streets: Farm Hill Boulevard; West Hillside Boulevard; Skyline Boulevard
Latitude/Longitude:
Parcel No:
Township:
Range:
Section:
Base:
Other Location Info:

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**Proximity To**

Highways: I-280, SR 84, SR 92
Airports:
Railways:
Waterways: Emerald Lake; Crystal Springs Reservoir; Pacific Ocean
Schools: Various
Land Use: Existing College Campuses

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**Development Type**

Residential, Educational (College facility improvements), Recreational (25 meter swimming pools (2) & health club), Water Facilities, Power: Other Power Type (Solar), Other (Parking lot expansion & roadway reconfiguration)

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**Local Action**

Redevelopment

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**Project Issues**

Aesthetic/Visual, Air Quality, Archaeologic-Historic, Biological Resources, Drainage/Absorption, Flood Plain/Flooding, Geologic/Seismic, Noise, Population/Housing Balance, Public Services, Recreation/Parks, Schools/Universities, Sewer Capacity, Soil Erosion/Compaction/Grading, Solid Waste, Toxic/Hazardous, Traffic/Circulation, Vegetation, Water Quality, Water Supply, Growth Inducing, Landuse, Cumulative Effects, Other Issues (GHG Emissions)

**Reviewing Agencies** (Agencies in **Bold Type** submitted comment letters to the State Clearinghouse)

Resources Agency; Office of Historic Preservation; Department of Parks and Recreation; Resources, Recycling and Recovery; Department of Water Resources; Department of Fish and Wildlife, Region 3; Native American Heritage Commission; California Highway Patrol; **Caltrans, District 4**; Air Resources Board; Department of Toxic Substances Control; Regional Water Quality Control Board, Region 2

**Date Received:** 5/5/2015 **Start of Review:** 5/5/2015 **End of Review:** 6/3/2015

CEQAnet HOME | NEW SEARCH

A-2
# Scoping Comments

**DEPARTMENT OF TRANSPORTATION**
DISTRICT 4
P.O. BOX 23660, MS-10D
OAKLAND, CA 94623-0660
PHONE (510) 286-5528
FAX (510) 286-5559
TTY 711
http://www.dot.ca.gov/dist4/

*Serious Drought.*
*Help save water!*

May 28, 2015

MSVar030
SCH# 2015052007

Ms. Barbara Christensen
San Mateo County Community College District
3401 CSM Drive
San Mateo, CA 94402

Dear Ms. Christensen:

**San Mateo County Community College District 2015 Facilities Master Plan Amendment – Notice of Preparation**

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above project. Caltrans' new mission, vision, and goals signal a modernization of our approach to California's transportation system; provide a safe, sustainable, integrated, and efficient transportation system to enhance California's economy and livability. The Local Development-Intergovernmental Review Program reviews land use projects and plans to ensure consistency with our mission and state planning priorities of infill, conservation, and efficient development. We provide these comments consistent with the State's smart mobility goals that support a vibrant economy, and build communities, not sprawl. The following comments are based on the Notice of Preparation.

***Project Understanding***
The project identifies planned improvements at the San Mateo County Community College District's (District) three campuses. These improvements include but not limited to: building modernization and renovation, building demolition, new building construction, tree removal, landscaping/pedestrian improvements, and changes in the parking and roadways. The specific design and construction of campus projects would occur as projects are funded through the District's Capital Improvement Program.

***Traffic Impact Fees***
Please identify any Transportation Impact Fees associated with this proposed project. The scheduling and costs associated with planned improvements on the Caltrans right-of-way should be listed, in addition to identifying viable funding sources per General Plan Guidelines.

***Traffic Impact Study and Multi-Modal Transportation***
Please provide the following:

1. Mitigation for any roadway sections or intersections with increasing Vehicles Miles Travelled (VMT) need to be identified. Mitigation may include contribution to a regional fee program as applicable, and should support the use of transit and active transportation modes.

2. Impacts on pedestrians and bicyclists resulting from projected VMT increases need to be analyzed. The analysis should describe any pedestrian and bicycle mitigation measures and safety countermeasures needed to maintain and improve access to transit facilities and reduce vehicle trips.

3. Please consider pedestrian, bicycling, and transit performance or quality of service measures and modeling as a means of estimating the project impacts to these modes and evaluating mitigation measures and tradeoffs.

4. Include a Transportation Demand Management (TDM) Plan that will provide for appropriate documentation for monitoring TDM measures, including annual reports to demonstrate the ongoing reduction of vehicle trips while continuing to survey the travel pattern of employees and visitors.

***Vehicle Trip Reduction***
We encourage you to develop Travel Demand Management (TDM) policies to encourage usage of nearby public transit lines and reduce vehicle trips on the State Highway System. These policies could include lower parking ratios, car-sharing programs, preferential car/van pool parking, electric vehicle charging stations, bicycle parking and showers, shuttle services to transit, subsidized transit passes, and providing transit passes to students and employees.

For information about parking ratios, see the Metropolitan Transportation Commission (MTC) report *Reforming Parking Policies to Support Smart Growth* or visit the MTC parking webpage: http://www.mtc.ca.gov/planning/smart_growth/parking/.

In addition, secondary impacts on pedestrians and bicyclists resulting from any traffic impact mitigation measures should be analyzed. The analysis should describe any pedestrian and bicycle mitigation measures and safety countermeasures that would in turn be needed as a means of maintaining and improving access to transit facilities and reducing vehicle trips and traffic impacts on state highways.

Please provide at least one hard copy and one CD of the environmental document including technical appendices as soon as they are available.

Please feel free to call or email Sandra Finegan at (510) 622-1644 or sandra.finegan@dot.ca.gov with any questions regarding this letter.

Sincerely,

Patc

PATRICIA MAURICE
District Branch Chief
Local Development – Intergovernmental Review

cc: State Clearinghouse

CITY OF SAN BRUNO
COMMUNITY DEVELOPMENT DEPARTMENT

June 5, 2015

Barbara Christensen
Director of Community/Government Relations
San Mateo County Community College District
3401 CSM Drive
San Mateo, CA 94402

Re: Notice of Preparation of an Environmental Impact Report for the San Mateo County Community College District 2015 Public Facilities Master Plan Amendment

Dear Ms. Christensen,

Thank you for notifying the City of San Bruno of the opportunity to comment on the scope and content of the Environmental Impact Report (EIR) being prepared for the San Mateo County Community College District 2015 Facilities Master Plan Amendment. All of the City's comments apply to the Skyline campus projects. The City has a particular interest making sure that the EIR evaluates potential environmental impacts that may affect surrounding neighborhoods, City infrastructure and public services:

1. Project Description. Describe the residential project at Skyline College as completely as possible, both the single family homes and multi-family staff/faculty housing, including the layout of streets and lots, approximate size of lots and units, estimated persons per household, and targeted household income.

   Describe the overall construction timeline for all projects on the Skyline campus.

2. Aesthetics. Evaluate the visual impacts of the proposed residential project, including appearance from College Drive and surrounding residences. Evaluate the compatibility of scale and design of the residential project(s) with the surrounding Pacific Heights residential neighborhood. Analyze the consistency of the new residential development with the City's zoning regulations and Residential Design Guidelines.

3. Geology and Soils. Skyline College is in proximity to San Andreas Fault and Alquist-Priolo Earthquake Fault Zone. Geotechnical and soils reports should evaluate the potential impacts of grading the residential subdivision and its potential impacts on the surrounding residential neighborhoods, storm drain infrastructure, and City streets.

4. Hazards and Hazardous Materials. Describe as thoroughly as possible the demolition component of the project, especially the demolition of the Social Science/Creative Arts Building 1 (78,000 square feet) and Building 19 (39,000 square feet), including timing, estimated tons of demolition and construction debris, hazardous materials, transport of debris, and planned haul routes through the City.

5. Noise and Vibration. Pay particular attention to impacts of construction noise, construction equipment, and transport of materials on surrounding residential neighborhoods.

6. Hydrology and Water Quality. This needs to be thoroughly analyzed with consideration given to the current California drought and recently adopted City of San Bruno water conservation measures.

7. Traffic. Analyze traffic impacts of construction equipment trips during the construction period as well as automobile trips from the completed residential project(s) at the following intersections: College/Marisol, College/Skyline, and College/Sharp Park Boulevard.

   Describe and evaluate any TDM measures to encourage the use of creative and effective ways to reduce motor vehicle trips and their associated impacts created by new housing development as well as any increase in usage of expanded facilities. How might TDM measures mitigate GHG impacts?

   Describe options for access to single family homes fronting College Drive and access options for faculty, users, studios, etc.

8. Utilities Systems and Public Services. Evaluate potential impacts on City sewer, water, and storm drain infrastructure and capacity. Evaluate potential impacts on public services provided by the City, including Police, Fire protection, Water, Sewer, and Parks.

Thank you for the opportunity to comment on the scope of issues to be analyzed in the EIR. Should you have any questions regarding the City's comments, please do not hesitate to contact me at (650) 616-7053 or at msullivan@sanbruno.ca.gov.

Sincerely,

Mark Sullivan

Mark Sullivan, AICP
Long-Range Planning Manager

cc: Connie Jackson, City Manager
David Woltering, Community Development Director
Marc Zafferano, City Attorney
Jimmy Tan, City Engineer/Deputy Public Services Director

The Town of
Woodside

June 8, 2015

San Mateo County Community College District
Attention: Barbara Chirstensen
3401 CSM Drive
San Mateo, CA 94402

**RE: NOP OF AN EIR FOR THE SAN MATEO COUNTY COMMUNITY COLLEGE DISTRICT 2015 FACILITIES MASTER PLAN AMENDMENT**

Dear Barbara:

Thank you for sending the Town of Woodside the Notice of Preparation (NOP) for the 2015 Facilities Master Plan Amendment. At this stage in the process, the environmental impact which could have the greatest impact on Woodside is the replacement of Building 1 with a new Kinesiology/Wellness building. Currently, Building 1 is visible upon entering Woodside on Interstate 280, a state scenic highway. Replacement of this building is an opportunity to improve the visual impression when one looks toward the Cañada College campus. I note that the NOP indicates aesthetic analysis will be done as part of the EIR process. Attached to this letter are two pages from the Town of Woodside's General Plan which identify all of the Town's scenic corridors. This information should be considered when conducting the aesthetic analysis.

P.O. Box 620005
2955 Woodside Road
Woodside CA 94062

With a new, public Kinesiology/Wellness facility, which is proposed to be open to the public, it is important that the traffic generation and traffic patterns are carefully analyzed, as both entrances to the College, off of Farm Hill Boulevard and Cañada Road, are within the Town of Woodside. On Cañada Road particularly, any substantial increase in use of the entrance could have an impact on the rural nature of the road and the Town.

I would appreciate a meeting as you begin this process to better understand any details you have on the Facilities Master Plan Amendment, and in particular what the District may have in mind for the design of the Kinesiology/Wellness building.

If you have any questions about these comments, please feel free to contact me at (650) 851-6790 or kbryant@woodsidetown.org.

Sincerely,

Kevin Bryant
Town Manager

650-851-6790
Fax: 650-851-2195
townhall@woodsidetown.org

## SCENIC HIGHWAYS AND ROADS

Woodside's scenic highways and roads (see Map CL2, Scenic Corridors) provide vistas which enhance perception of the rural and natural character of the Town.

Designated scenic roads in the Woodside Planning Area include State scenic highways, county scenic roads, and Town scenic roads.

State scenic highways are officially designated by the State. Two significant segments of designated State Scenic Highways are Skyline Boulevard (State Highway 35) and Junipero Serra Freeway (Interstate 280).

County scenic roads are officially designated by the County of San Mateo. No County scenic roads are located within Town limits, but a portion of the Cañada Road County Scenic Corridor exists north of the Town's corporate limits within the Woodside Planning Area.

Town scenic roads are officially designated by the Woodside Town Council, and include:

- Cañada Road
- Kings Mountain Road
- La Honda Road
- Mountain Home Road
- Portola Road
- Sand Hill Road
- Whiskey Hill Road
- Woodside Road (State Highway 84)

### SCENIC CORRIDOR PROTECTION

Pursuant to the Woodside Municipal Code (WMC), development that meets any of the following criteria is subject to review by either staff, the Architectural and Site Review Board, or the Planning Commission, depending on size and location:

- Located within State scenic corridors, or
- Located within 1,000 feet and visible from the driving surface of Town scenic roads, or
- Located on ridge tops visible from designated scenic highways and roads.
- The WMC also sets forth special setback requirements for properties within scenic corridors.

## CIRCULATION SYSTEM MAINTENANCE

Circulation system maintenance in Town includes maintaining and improving Town roads, bikeways, pedestrian pathways, pedestrian trails, and equestrian trails.

The Woodside Municipal Code, Title 3, Administration, describes the basis and requirements for the Road Program of the Town of Woodside, including design parameters, funding sources, prioritization of work, reporting, and the requirement to solicit input from Town residents and committees. This Program applies to work within Town rights-of-way.

Funding sources for transportation improvements within Town rights-of-way (roadways, bikeways, and pedestrian paths) include General Fund monies, State gas taxes, Measure A taxes, traffic safety fines and forfeitures, and road impact fees. Trails Maintenance Fees, collected annually, and General Fund monies are used to maintain public trails within Town rights-of-way and off-road trails within dedicated easements. Occasionally, State and federal grant monies are secured for circulation system improvements.

**Scenic Road.**

**b. Improve Road Safety**

1. Respond to safety issues on public road rights-of-way, such as hazardous pavement conditions, hindrances to sight distance, roadway obstructions, and trees that are structurally defective or damaging infrastructure. The Town has no current plans for the construction of new public roads.
2. Safety improvements on private roads are the responsibility of the private property owners. Utilize available means to require or encourage adequate safety features on private roadways.
3. Review substandard roadway widths and identify and prioritize potential improvements.

**c. Maintain roadways**

1. Monitor the condition of Town roads, and prioritize preventive maintenance.
2. The maintenance of private roads shall be the responsibility of the private property owners. All newly constructed private roads shall require the recordation of a private road maintenance agreement.

## POLICY CL2.2 - PROTECT AND DESIGNATE SCENIC CORRIDORS

State scenic highway legislation does not prohibit development projects within officially designated scenic corridors. The only prohibited structures are outdoor advertising signs. State guidelines do, however, require the adoption of scenic corridor architectural regulations by local governments for those portions of scenic corridors within their jurisdictions. In Woodside, these regulations are extended to local scenic roads.

### Strategies:

**a. Development review**

1. Skyline Boulevard and I-280 are official State Scenic Highways and the scenic corridors along these roads have been defined. Local regulation of development within these scenic corridors, including design review, must be continued in order to maintain official State scenic highway status and to accomplish Town objectives.
2. Continue Architectural and Site Plan Review of all structures and site developments proposed in the scenic corridors along designated State scenic highways and Town scenic roads to ensure appropriateness of design and materials, proper placement of structures, and landscape design.
3. Continue zoning and subdivision regulations in force requiring adequate setbacks of all structures from road rights-of-way and other measures to protect the scenic qualities in all scenic corridors.

**b. Scenic corridor designation for State Highway 84**

In addition to Skyline Boulevard and I-280, State Highway 84 is indicated in this Plan as a local scenic highway and is recommended to the State for inclusion in the State Scenic Highway System. The Town will continue to seek official State scenic highway status for Highway 84.

Appendix B

# Air Quality and Greenhouse Gas Data and Calculations

**Appendix B-1:** Emissions Modeling Assumptions

**Appendix B-2:** Air Quality Analysis

**Appendix B-3:** Vehicle Trip Data

**Appendix B-4:** Health Risk Assessment

B-1

# Emissions Modeling Assumptions

**Canada College**

| Construction Task | 2016 | | | | | | | | | | | | 2017 | | | | | | | | | | | | 2018 | | | | | | | | | | | | 2019 | | | | | | | | | | | | 2020 | | | | | | | | | | | | 2021 | | | | | | | | | | | |
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| **B1 - Demo Existing Building & Rebuild** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Abatement & Demolish Existing Building | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| Landscape and Parking Lot 6 Expansion | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| **New Math/Science Building** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| Landscape and Paving | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| **B3 - Modernization/Renovation** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| **B9 - Modernization/Renovation** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| **B13 - Modernization/Renovation** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| **B16/18 - Modernization/Renovation** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| **Campus Site Development** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Parking Lot 10 Expansion | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Repave Roadways | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

**College of San Mateo**

| Construction Task | 2016 | | | | | | | | | | | | 2017 | | | | | | | | | | | | 2018 | | | | | | | | | | | | 2019 | | | | | | | | | | | | 2020 | | | | | | | | | | | | 2021 | | | | | | | | | | | |
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| **B1 - Modernization/Renovation** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| **B3 - Modernization/Renovation** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| **B7 - Modernization/Renovation** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| **8 - Demo Existing Building & Rebuild** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Abatement & Demolish Existing Building | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Construct New Building | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Landscape and Paving | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| **B12/19 - Demo Existing Buildings & Build B19** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Abatement and Demolish Existing Building | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Excavation | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Construct New Building | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Landscape and Paving | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Occupancy | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **9 - Modernization/Renovation** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Abatement & Selective Demolition | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Renovations | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Occupancy | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **B17 - Modernization/Renovation** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Abatement & Selective Demolition | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Renovations | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Occupancy | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **34 - Modernization/Renovation** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Abatement & Selective Demolition | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Renovations | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Occupancy | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Campus Site Development** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Beethoven Lot Drainage and Paving | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Repave Roadways | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

**Skyline College**

| Construction Task | 2016 | | | | | | | | | | | | 2017 | | | | | | | | | | | | 2018 | | | | | | | | | | | | 2019 | | | | | | | | | | | | 2020 | | | | | | | | | | | | 2021 | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | J | F | M | A | M | J | J | A | S | O | N | D | J | F | M | A | M | J | J | A | S | O | N | D | J | F | M | A | M | J | J | A | S | O | N | D | J | F | M | A | M | J | J | A | S | O | N | D | J | F | M | A | M | J | J | A | S | O | N | D | J | F | M | A | M | J | J | A | S | O | N | D |
| **B1 - Demo Existing Building & Rebuild** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Abatement & Demolition | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Excavation | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Construct New Building | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Landscape and Paving | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Occupancy | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Environmental Studies - New Building** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Excavation | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Construct New Building | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Landscape and Paving | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Occupancy | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Energy Management - New Building** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Excavation | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Construct New Building | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Landscape and Paving | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Occupancy | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Residential Complex** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Excavation | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Construct New Building | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Landscape and Paving | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Occupancy | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **B2 - Modernization/Renovation** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Abatement & Selective Demolition | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Renovations | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Occupancy | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **B5 Modernization/Renovation** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Abatement & Selective Demolition | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Renovations | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Occupancy | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **B14 - Modernization/Renovation** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Abatement & Selective Demolition | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Renovations | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Occupancy | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Campus Site Development** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Abatement & Demolition B19 Pacific Heights | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Repave Roadways | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

## Canada College

| Construction Task |
|---|
| **B1 - Demo Existing Building & Rebuild** |
| Abatement & Demolish Existing Building |
| Excavation |
| Construct New Building |
| Landscape and Parking Lot 6 Expansion |
| Occupancy |
| **New Math/Science Building** |
| Excavation |
| Construct New Building |
| Landscape and Paving |
| Occupy New Building |
| **B3 - Modernization/Renovation** |
| Abatement & Selective Demolition |
| Renovations |
| Occupancy |
| **B9 - Modernization/Renovation** |
| Abatement & Selective Demolition |
| Renovations |
| Occupancy |
| **B13 - Modernization/Renovation** |
| Abatement & Selective Demolition |
| Renovations |
| Occupancy |
| **B16/18 - Modernization/Renovation** |
| Abatement & Selective Demolition |
| Renovations |
| Occupancy |
| **Campus Site Development** |
| Parking Lot 10 Expansion |
| Repave Roadways |

**Existing Operational**

| | |
|---|---|
| Total Project Area | 124 acres |
| Existing annual electricity usage | 9.97 kWh/sf/yr |
| Existing annual natural gas usage | 0.35 therm/sf/yr |
| Total water usage | 13 million gallons |
| Percent of waste recycled per building demolished | minimum 50% |
| Square footage of buildings demolished | |
| Building 1, Gymnasium | 39,500 sf |
| Building 19 | 1,920 sf |
| Building 20 | 1,920 sf |
| Building 21 | 1,920 sf |
| Existing parking spaces at lots to be expanded | |
| Lot 6 | 558 spaces |
| Lot 10 | 20 spaces |
| Electricity provider | PG&E |
| Natural gas provider | PG&E |
| Water provider | City of Redwood City |
| Solid Waste Provider | Green Waste Recovery |

**Proposed Operational**

| | |
|---|---|
| Total Project Area | 124 acres |
| Proposed annual electricity usage | 10 kWh/sf/yr |
| Proposed annual natural gas usage | 0.4 therm/sf/yr |
| Proposed annual water consumption | 32 gallons/sf |
| | |
| Square footage of buildings built | |
| Building 1, Kinesiology/Wellness | 85,000 sf |
| # of members for the Kinesiology/Wellness building | 5,000 - 6,000 |
| Math/Science/Engineering building | 55,000 sf |
| | |
| Proposed parking spaces at lots to be expanded | |
| Lot 6 | 558 + 325 = 883 spaces |
| Lot 10 | 20 + 200 = 220 spaces |
| Project related green building practices | |
| New construction | LEED Gold certified |
| New & Modernization Projects | Exceed Title 24 by 15% |
| Proposed emergency diesel generator | No |
| Potential Renewable Energy Installations | |
| Solar Thermal | ??? |
| Cogeneration system | 250,000 kWh/yr |

**Construction**

| | |
|---|---|
| Electricity for construction | Yes, but unknown |
| Exported material | Goal is to recycle dirt, use low end of industry standard range |
| Imported material | Use industry standard metrics |
| Hours of construction | 6am-7pm Mon-Fri, some weekends |
| Paving with asphalt | |
| parking lots | 14.2 acres |
| walkways and hardscapes | 2.3 acres |
| total roadways* | 2.4 miles (152,064 sq. ft.) = 3.49 acres |
| Square footage of buildings constructed | |
| New Math/Science Building | 55,000 gsf |
| Building 1 Kinesiology/Wellness | 85,000 gsf |
| # of new parking spaces at lots to be expanded | |
| Lot 6 | 325 spaces |
| Lot 10 | 150-200 spaces |

* 1 mile = 5,280 feet

## College of San Mateo

| Construction Task |
|---|
| **B1 - Modernization/Renovation** |
| Abatement & Selective Demolition |
| Renovations |
| Occupancy |
| **B3 - Modernization/Renovation** |
| Abatement & Selective Demolition |
| Renovations |
| Occupancy |
| **B7 - Modernization/Renovation** |
| Abatement & Selective Demolition |
| Renovations |
| Occupancy |
| **8 - Demo Existing Building & Rebuild** |
| Abatement & Demolish Existing Building |
| Construct New Building |
| Landscape and Paving |
| Occupancy |
| **B12/19 - Demo Existing Buildings & Build B19** |
| Abatement and Demolish Existing Building |
| Excavation |
| Construct New Building |
| Landscape and Paving |
| Occupancy |
| **9 - Modernization/Renovation** |
| Abatement & Selective Demolition |
| Renovations |
| Occupancy |
| **B17 - Modernization/Renovation** |
| Abatement & Selective Demolition |
| Renovations |
| Occupancy |
| **34 - Modernization/Renovation** |
| Abatement & Selective Demolition |
| Renovations |
| Occupancy |
| **Campus Site Development** |
| Beethoven Lot Drainage and Paving |
| Repave Roadways |

**Existing Operational**

| | |
|---|---|
| Total Project Area | 150 acres |
| Existing annual electricity usage | 9.85 kWh/sf/yr |
| Existing annual natural gas usage | 0.67 therm/sf/yr |
| Total water usage | 36.2 million gallons |
| Percent of waste recycled per building demolished | minimum 50% |
| Square footage of buildings demolished | |
| Building 8 | 55,813 sf |
| Buildings 12/19 | 53,232 sf |
| Existing parking spaces at lots to be expanded | N/A |
| Electricity provider | PG&E |
| Natural gas provider | PG&E |
| Water provider | CA Water Service |
| Solid Waste Provider | Allied Waste Recology |

**Proposed Operational**

| | |
|---|---|
| Total Project Area | 150 acres |
| Proposed annual electricity usage | 10 kWh/sf/yr |
| Proposed annual natural gas usage | 0.7 therm/sf/yr |
| Proposed annual water consumption | 52 gallons/sf |
| | |
| Square footage of buildings built | |
| Building 8, Kinesiology/Wellness | 80,000 sf |
| Building 19, Emerging Technologies | 53,250 sf |
| Project related green building practices | |
| New construction | LEED Gold certified |
| New & Modernization projects | Exceed Title 24 by 15% |
| Proposed emergency diesel generator | No |
| Potential Renewable Energy Installations | |
| Solar PV | 800,000 kWh/yr |
| Solar Thermal | ??? |
| Cogeneration system | 250,000 kWh/yr |

**Construction**

| | |
|---|---|
| Electricity for construction | Yes, but unknown |
| Exported material | Goal is to recycle dirt, use low end of industry standard range |
| Imported material | Use industry standard metrics |
| Hours of construction | 6am-7pm Mon-Fri, some weekends |
| Paving with asphalt | |
| parking lots | 31 acres |
| walkways and hardscapes | 4.7 acres |
| total roadways* | 2.7 miles (171,072 sq. ft.) = 3.93 acres |
| Square footage of buildings constructed | |
| Building 8, Kinesiology/Wellness | 75,000-80,000 gsf |
| Building 19, Emerging Technologies | 53,250 sf |
| Modernization and Renovation | |
| Building 1, Public Safety | 24,930 sf |
| Building 3, Humanities/Arts | 28,027 sf |
| Building 7, Facilities Maintenance | 49,402 sf |
| Building 9, Library/IT | 7,500 sf |
| Building 17, Student Support | 10,800 sf |
| Building 34, Fire Science | 1 acre |
| Corporation Yard | ??? |

* 1 mile = 5,280 feet
Assume road width = 12 feet across (1 lane in each direction)
1 acre = 43,560 sq feet

**Skyline College**

| Construction Task |
|---|
| **B1 - Demo Existing Building & Rebuild** |
| Abatement & Demolition |
| Excavation |
| Construct New Building |
| Landscape and Paving |
| Occupancy |
| **Environmental Studies - New Building** |
| Excavation |
| Construct New Building |
| Landscape and Paving |
| Occupancy |
| **Energy Management - New Building** |
| Excavation |
| Construct New Building |
| Landscape and Paving |
| Occupancy |
| **Residential Complex** |
| Excavation |
| Construct New Building |
| Landscape and Paving |
| Occupancy |
| **B2 - Modernization/Renovation** |
| Abatement & Selective Demolition |
| Renovations |
| Occupancy |
| **B5 Modernization/Renovation** |
| Abatement & Selective Demolition |
| Renovations |
| Occupancy |
| **B14 - Modernization/Renovation** |
| Abatement & Selective Demolition |
| Renovations |
| Occupancy |
| **Campus Site Development** |
| Abatement & Demolition B19 Pacific Heights |
| Repave Roadways |

**Existing Operational**

| | |
|---|---|
| Total Project Area | 108 acres |
| Existing annual electricity usage | 8.95 kWh/sf/yr |
| Existing annual natural gas usage | 0.52 therm/sf/yr |
| Total water usage | 11.6 million gallons |
| Percent of waste recycled per building demolished | minimum 50% |
| Square footage of buildings demolished | |
| Building 1 | 77,587 sf |
| Building 19 | 38,842 sf |
| Existing parking spaces at lots to be expanded | |
| Lot L | 112 spaces |
| Electricity provider | PG&E |
| Natural gas provider | PG&E |
| Water provider | City of San Bruno |
| Solid Waste Provider | Recology San Bruno |

**Proposed Operational**

| | |
|---|---|
| Total Project Area | 108 acres |
| Proposed annual electricity usage | 9 kWh/sf/yr |
| Proposed annual natural gas usage | 0.5 therm/sf/yr |
| Proposed annual water consumption | 22 gallons/sf |
| Square footage of buildings built | |
| Building 1, Social Science/Creative Arts | 120,000 sf |
| Environmental Science | 18,000-20,000 sf |
| Boiler Plant** | 3,000-5,000 sf |
| Energy Management Programs | 8,500-10,000 sf |
| Residential Complex* | Up to 71 units |
| Proposed parking spaces at lots to be expanded | |
| Lot L | 287 spaces |
| Project related green building practices | |
| New construction | LEED Gold certified |
| New and modernization projects | Exceed Title 24 by 15% |
| Proposed emergency diesel generator | No |
| Potential Renewable Energy Installations | |
| Solar PV | 200,000 kWh/yr |
| Solar Thermal | ??? |
| Cogeneration system | 250,000 kWh/yr |

** Assumed as part of Building 1 construction

**Construction**

| | |
|---|---|
| Electricity for construction | Yes, but unknown |
| Exported material | Goal is to recycle dirt, use low end of industry standard range |
| Imported material | Use industry standard metrics |
| Hours of construction | 6am-7pm Mon-Fri, some weekends |
| Paving with asphalt | |
| parking lots | 19.8 acres |
| walkways and hardscapes | 3.6 acres |
| total roadways* | 2.5 miles (158,400 sq. ft.) = 3.64 acres |
| Square footage of buildings constructed | |
| Environmental Sciences | 18,000-20,000 sf |
| Building 1, Social Science/Creative Arts | 120,000 sf |
| Boiler Plant (part of Building 1) | 3,000-5,000 sf (part of Building 1) |
| Energy Management Programs | 8,500-10,000 sf |
| Residential Complex* | Up to 71 units (47 single fam, 24 multi fam) on 8 acres |
| # of new parking spaces at lots to be expanded | |
| Lot L | 125-175 spaces |

Construction could start as early as Fall 2017; actual construction time would be 3 years to completion. (Antin pers. comm.)

1 mile = 5,280 feet

Assume road width = 12 feet across (1 lane in each direction)

1 acre = 43,560 sq feet

*

| | | | | | | |
|---|---|---|---|---|---|---|
| **Canada College** | | | | | | |
| **Construction Task** | | Equipment Pieces | Number of Pieces | Hours/day | Horsepower | Load Factor |
| **B1 - Demo Existing Building & Rebuild** | | | | | | |
| | Abatement & Demolish Existing Building | Concrete/Industrial Saws | 1 | 8 | 81 | 0.73 |
| | | Rubber Tired Dozers | 2 | 8 | 255 | 0.4 |
| | | Excavators | 3 | 8 | 162 | 0.38 |
| | | | | | | |
| | Excavation | Crawler Tractors | 1 | 8 | 208 | 0.4288 |
| | | Rubber Tired Dozers | 3 | 8 | 255 | 0.4 |
| | | Tractors/Loaders/Backhoes | 4 | 8 | 97 | 0.37 |
| | | | | | | |
| | Construct New Building | Cranes | 2 | 7 | 226 | 0.29 |
| | | Forklifts | 3 | 8 | 89 | 0.2 |
| | | Generator Sets | 1 | 8 | 84 | 0.74 |
| | | Tractors/Loaders/Backhoes | 3 | 7 | 97 | 0.37 |
| | | Welders | 1 | 8 | 46 | 0.45 |
| | | Other Construction Equipment | 1 | 8 | 172 | 0.42 |
| | | | | | | |
| | Landscape and Parking Lot 6 Expansion | Cement and Mortar Mixers | 2 | 6 | 9 | 0.56 |
| | | Pavers | 1 | 8 | 125 | 0.42 |
| | | Rollers | 2 | 6 | 80 | 0.38 |
| | | Paving Equipment | 2 | 6 | 130 | 0.36 |
| | | Tractors/Loaders/Backhoes | 1 | 8 | 97 | 0.37 |
| | | Skid Steer Loaders | 1 | 8 | 64 | 0.3685 |
| | | Other Construction Equipment | 1 | 8 | 172 | 0.42 |
| | | | | | | |
| | Occupancy | | | | | |
| | | | | | | |
| **New Math/Science Building** | | | | | | |
| | Excavation | Graders | 1 | 8 | 174 | 0.41 |
| | | Rubber Tired Dozers | 1 | 7 | 255 | 0.4 |
| | | Tractors/Loaders/Backhoes | 1 | 8 | 97 | 0.37 |
| | | Crawler Tractors | 1 | 8 | 208 | 0.4288 |
| | | | | | | |
| | Construct New Building | Cranes | 1 | 6 | 226 | 0.29 |
| | | Forklifts | 2 | 6 | 89 | 0.2 |
| | | Generator Sets | 1 | 8 | 84 | 0.74 |
| | | Tractors/Loaders/Backhoes | 2 | 6 | 97 | 0.37 |
| | | Welders | 3 | 8 | 46 | 0.45 |
| | | | | | | |
| | Landscape and Paving | Cement and Mortar Mixers | 1 | 6 | 9 | 0.56 |
| | | Pavers | 1 | 6 | 125 | 0.42 |
| | | Rollers | 1 | 7 | 80 | 0.38 |
| | | Paving Equipment | 1 | 8 | 130 | 0.36 |
| | | Tractors/Loaders/Backhoes | 1 | 8 | 97 | 0.37 |
| | | Skid Steer Loaders | 1 | 8 | 64 | 0.3685 |
| | | | | | | |
| | Occupy New Building | | | | | |
| | | | | | | |
| **B3 - Modernization/Renovation** | | | | | | |
| | Abatement & Selective Demolition (2019) | Concrete/Industrial Saws | 1 | 8 | 81 | 0.73 |
| | (62 days) | Rubber Tired Dozers | 1 | 1 | 255 | 0.4 |
| | | Tractors/Loaders/Backhoes | 2 | 6 | 97 | 0.37 |
| | | | | | | |
| | Renovations (2019) | Forklifts | 2 | 6 | 89 | 0.2 |
| | (301 days) | Cranes | 1 | 4 | 226 | 0.29 |
| | | | | | | |
| | Occupancy | | | | | |
| | | | | | | |
| **B9 - Modernization/Renovation** | | | | | | |
| | Abatement & Selective Demolition (2019) | Concrete/Industrial Saws | 1 | 8 | 81 | 0.73 |
| | (45 days) | Rubber Tired Dozers | 1 | 1 | 255 | 0.4 |
| | | Tractors/Loaders/Backhoes | 2 | 6 | 97 | 0.37 |
| | | | | | | |
| | Renovations (2019) | Forklifts | 2 | 6 | 89 | 0.2 |
| | (436 days) | Cranes | 1 | 4 | 226 | 0.29 |
| | | | | | | |
| | Occupancy | | | | | |
| | | | | | | |
| **B13 - Modernization/Renovation** | | | | | | |
| | Abatement & Selective Demolition (2019) | Concrete/Industrial Saws | 1 | 8 | 81 | 0.73 |
| | 62 days | Rubber Tired Dozers | 1 | 1 | 255 | 0.4 |
| | | Tractors/Loaders/Backhoes | 2 | 6 | 97 | 0.37 |
| | | | | | | |
| | Renovations (2019) | Forklifts | 2 | 6 | 89 | 0.2 |
| | 436 days | Cranes | 1 | 4 | 226 | 0.29 |
| | | | | | | |
| | Occupancy | | | | | |
| | | | | | | |

| | | | | | | |
|---|---|---|---|---|---|---|
| **B16/18 - Modernization/Renovation** | | | | | | |
| | Abatement & Selective Demolition (2019) | Concrete/Industrial Saws | 1 | 8 | 81 | 0.73 |
| | 62 days | Rubber Tired Dozers | 1 | 1 | 255 | 0.4 |
| | | Tractors/Loaders/Backhoes | 2 | 6 | 97 | 0.37 |
| | | | | | | |
| | Renovations (2019) | Forklifts | 2 | 6 | 89 | 0.2 |
| | 168 days | Cranes | 1 | 4 | 226 | 0.29 |
| | | | | | | |
| | Occupancy | | | | | |
| | | | | | | |
| **Campus Site Development** | | | | | | |
| | Parking Lot 10 Expansion | Concrete/Industrial Saws | 1 | 8 | 81 | 0.73 |
| | | Rubber Tired Dozers | 1 | 8 | 255 | 0.4 |
| | | Tractors/Loaders/Backhoes | 3 | 8 | 97 | 0.37 |
| | | | | | | |
| | | Cement and Mortar Mixers | 1 | 6 | 9 | 0.56 |
| | | Pavers | 1 | 6 | 125 | 0.42 |
| | | Rollers | 1 | 7 | 80 | 0.38 |
| | | Paving Equipment | 1 | 8 | 130 | 0.36 |
| | | Tractors/Loaders/Backhoes | 1 | 8 | 97 | 0.37 |
| | | | | | | |
| | Repave Roadways | Cement and Mortar Mixers | 2 | 6 | 9 | 0.56 |
| | | Pavers | 1 | 8 | 125 | 0.42 |
| | | Rollers | 2 | 6 | 80 | 0.38 |
| | | Paving Equipment | 2 | 6 | 130 | 0.36 |
| | | Tractors/Loaders/Backhoes | 1 | 8 | 97 | 0.37 |
| | | | | | | |
| **College of San Mateo** | | | | | | |
| | **Construction Task** | Equipment Pieces | Number of Pieces | Hours/day | Horsepower | Load Factor |
| **B1 - Modernization/Renovation** | | | | | | |
| | Abatement & Selective Demolition (2022) | Concrete/Industrial Saws | 1 | 8 | 81 | 0.73 |
| | 52 days | Rubber Tired Dozers | 1 | 1 | 255 | 0.4 |
| | | Tractors/Loaders/Backhoes | 2 | 6 | 97 | 0.37 |
| | | | | | | |
| | Renovations (2022) | Forklifts | 2 | 6 | 89 | 0.2 |
| | 433 days | Cranes | 1 | 4 | 226 | 0.29 |
| | | | | | | |
| | Occupancy | | | | | |
| | | | | | | |
| **B3 - Modernization/Renovation** | | | | | | |
| | Abatement & Selective Demolition (2016) | Concrete/Industrial Saws | 1 | 8 | 81 | 0.73 |
| | 64 days | Rubber Tired Dozers | 1 | 1 | 255 | 0.4 |
| | | Tractors/Loaders/Backhoes | 2 | 6 | 97 | 0.37 |
| | | | | | | |
| | Renovations (2017) | Forklifts | 2 | 6 | 89 | 0.2 |
| | 289 days | Cranes | 1 | 4 | 226 | 0.29 |
| | | | | | | |
| | Occupancy | | | | | |
| | | | | | | |
| **B7 - Modernization/Renovation** | | | | | | |
| | Abatement & Selective Demolition (2022) | *Due to lack of specific information about this phase, emissions from this phase were not quantified | | | | |
| | 62 days | | | | | |
| | | | | | | |
| | Renovations (2022) | *Due to lack of specific information about this phase, emissions from this phase were not quantified | | | | |
| | 290 days | | | | | |
| | | | | | | |
| | Occupancy | | | | | |
| | | | | | | |
| **CSM 8 Demo Existing Building & Rebuild** | | | | | | |
| | Abatement & Demolish Existing Building | Concrete/Industrial Saws | 1 | 8 | 81 | 0.73 |
| | | Rubber Tired Dozers | 1 | 8 | 255 | 0.4 |
| | | Tractors/Loaders/Backhoes | 3 | 8 | 97 | 0.37 |
| | | Crawler Tractors | 1 | 8 | 208 | 0.4288 |
| | | | | | | |
| | Construct New Building | Cranes | 2 | 6 | 226 | 0.29 |
| | | Forklifts | 3 | 6 | 89 | 0.2 |
| | | Generator Sets | 1 | 8 | 84 | 0.74 |
| | | Tractors/Loaders/Backhoes | 2 | 6 | 97 | 0.37 |
| | | Welders | 3 | 8 | 46 | 0.45 |
| | | Other Construction Equipment | 1 | 8 | 172 | 0.42 |
| | | | | | | |
| | Landscape and Paving | Cement and Mortar Mixers | 1 | 6 | 9 | 0.56 |
| | | Pavers | 1 | 6 | 125 | 0.42 |
| | | Rollers | 1 | 7 | 80 | 0.38 |
| | | Paving Equipment | 1 | 8 | 130 | 0.36 |
| | | Tractors/Loaders/Backhoes | 1 | 8 | 97 | 0.37 |
| | | Skid Steer Loaders | 1 | 8 | 64 | 0.3685 |
| | | Other Construction Equipment | 1 | 8 | 172 | 0.42 |
| | | | | | | |
| | Occupancy | | | | | |

| | | | | | | |
|---|---|---|---|---|---|---|
| **B12/19 - Demo Existing Building & Build B19** | | | | | | |
| Abatement & Demolition | Concrete/Industrial Saws | 1 | 8 | 81 | 0.73 |
| | Rubber Tired Dozers | 1 | 8 | 255 | 0.4 |
| | Tractors/Loaders/Backhoes | 3 | 8 | 97 | 0.37 |
| | | | | | |
| Excavation | Graders | 1 | 8 | 174 | 0.41 |
| | Rubber Tired Dozers | 1 | 7 | 255 | 0.4 |
| | Tractors/Loaders/Backhoes | 1 | 8 | 97 | 0.37 |
| | Crawler Tractors | 1 | 8 | 208 | 0.4288 |
| | | | | | |
| Construct New Building | Cranes | 2 | 6 | 226 | 0.29 |
| | Forklifts | 3 | 6 | 89 | 0.2 |
| | Generator Sets | 1 | 8 | 84 | 0.74 |
| | Tractors/Loaders/Backhoes | 3 | 6 | 97 | 0.37 |
| | Welders | 3 | 8 | 46 | 0.45 |
| | Other Construction Equipment | 1 | 8 | 172 | 0.42 |
| | | | | | |
| Landscape and Paving | Cement and Mortar Mixers | 1 | 6 | 9 | 0.56 |
| | Pavers | 1 | 6 | 125 | 0.42 |
| | Rollers | 1 | 7 | 80 | 0.38 |
| | Paving Equipment | 1 | 8 | 130 | 0.36 |
| | Tractors/Loaders/Backhoes | 1 | 8 | 97 | 0.37 |
| | Skid Steer Loaders | 1 | 8 | 64 | 0.3685 |
| | | | | | |
| Occupancy | | | | | |
| | | | | | |
| **9 - Modernization/Renovation** | | | | | |
| Abatement & Selective Demolition (2017) | Concrete/Industrial Saws | 1 | 8 | 81 | 0.73 |
| 60 days | Rubber Tired Dozers | 1 | 1 | 255 | 0.4 |
| | Tractors/Loaders/Backhoes | 2 | 6 | 97 | 0.37 |
| | | | | | |
| Renovations (2017) | Forklifts | 2 | 6 | 89 | 0.2 |
| 433 days | Cranes | 1 | 4 | 226 | 0.29 |
| | | | | | |
| Occupancy | | | | | |
| | | | | | |
| **B17 - Modernization/Renovation** | | | | | |
| Abatement & Selective Demolition (2016) | Concrete/Industrial Saws | 1 | 8 | 81 | 0.73 |
| 65 days | Rubber Tired Dozers | 1 | 1 | 255 | 0.4 |
| | Tractors/Loaders/Backhoes | 2 | 6 | 97 | 0.37 |
| | | | | | |
| Renovations (2017) | Forklifts | 2 | 6 | 89 | 0.2 |
| 298 days | Cranes | 1 | 4 | 226 | 0.29 |
| | | | | | |
| Occupancy | | | | | |
| | | | | | |
| **34 - Modernization/Renovation** | | | | | |
| Abatement & Selective Demolition (2019) | Concrete/Industrial Saws | 1 | 8 | 81 | 0.73 |
| 62 days | Rubber Tired Dozers | 1 | 1 | 255 | 0.4 |
| | Tractors/Loaders/Backhoes | 2 | 6 | 97 | 0.37 |
| | | | | | |
| Renovations (2019) | Forklifts | 2 | 6 | 89 | 0.2 |
| 162 days | Cranes | 1 | 4 | 226 | 0.29 |
| | | | | | |
| Occupancy | | | | | |
| | | | | | |
| **Campus Site Development** | | | | | |
| Beethoven Lot Drainage and Paving | | | | | |
| Repave Roadways | Cement and Mortar Mixers | 2 | 6 | 9 | 0.56 |
| | Pavers | 1 | 8 | 125 | 0.42 |
| | Rollers | 2 | 6 | 80 | 0.38 |
| | Paving Equipment | 2 | 6 | 130 | 0.36 |
| | Tractors/Loaders/Backhoes | 1 | 8 | 97 | 0.37 |
| | | | | | |
| | | | | | |
| | | | | | |

| Skyline College | | | | | |
|---|---|---|---|---|---|
| Construction Task | Equipment Pieces | Number of Pieces | Hours/day | Horsepower | Load Factor |
| **B1 - Demo Existing Building & Rebuild** | | | | | |
| Abatement & Demolition | Concrete/Industrial Saws | 1 | 8 | 81 | 0.73 |
| | Rubber Tired Dozers | 1 | 8 | 255 | 0.4 |
| | Tractors/Loaders/Backhoes | 3 | 8 | 97 | 0.37 |
| | | | | | |
| Excavation | Graders | 1 | 8 | 174 | 0.41 |
| | Rubber Tired Dozers | 1 | 7 | 255 | 0.4 |
| | Tractors/Loaders/Backhoes | 1 | 7 | 97 | 0.37 |
| | Crawler Tractors | 1 | 8 | 208 | 0.4288 |
| | | | | | |
| Construct New Building | Cranes | 2 | 6 | 226 | 0.29 |
| | Forklifts | 3 | 6 | 89 | 0.2 |
| | Generator Sets | 1 | 8 | 84 | 0.74 |
| | Tractors/Loaders/Backhoes | 3 | 6 | 97 | 0.37 |
| | Welders | 3 | 8 | 46 | 0.45 |
| | Other Construction Equipment | 1 | 8 | 172 | 0.42 |
| | | | | | |
| Landscape and Paving | Cement and Mortar Mixers | 1 | 6 | 9 | 0.56 |
| | Pavers | 1 | 6 | 125 | 0.42 |
| | Rollers | 1 | 7 | 80 | 0.38 |
| | Paving Equipment | 1 | 8 | 130 | 0.36 |
| | Tractors/Loaders/Backhoes | 1 | 8 | 97 | 0.37 |
| | Skid Steer Loaders | 1 | 8 | 64 | 0.3685 |
| | | | | | |
| Occupancy | | | | | |
| | | | | | |
| **Environmental Studies - New Building** | | | | | |
| Excavation | Graders | 1 | 8 | 174 | 0.41 |
| | Tractors/Loaders/Backhoes | 1 | 8 | 97 | 0.37 |
| | | | | | |
| Construct New Building | Cranes | 1 | 4 | 226 | 0.29 |
| | Forklifts | 2 | 6 | 89 | 0.2 |
| | Tractors/Loaders/Backhoes | 2 | 8 | 97 | 0.37 |
| | Other Construction Equipment | 1 | 8 | 172 | 0.42 |
| | | | | | |
| Landscape and Paving | Cement and Mortar Mixers | 4 | 6 | 9 | 0.56 |
| | Pavers | 1 | 6 | 125 | 0.42 |
| | Rollers | 1 | 7 | 80 | 0.38 |
| | Tractors/Loaders/Backhoes | 1 | 7 | 97 | 0.37 |
| | Skid Steer Loaders | 1 | 8 | 64 | 0.3685 |
| | | | | | |
| Occupancy | | | | | |
| | | | | | |
| **Energy Management - New Building** | | | | | |
| Excavation | Graders | 1 | 8 | 174 | 0.41 |
| | Tractors/Loaders/Backhoes | 1 | 8 | 97 | 0.37 |
| | | | | | |
| Construct New Building | Cranes | 1 | 4 | 226 | 0.29 |
| | Forklifts | 2 | 6 | 89 | 0.2 |
| | Tractors/Loaders/Backhoes | 2 | 8 | 97 | 0.37 |
| | Other Construction Equipment | 1 | 8 | 172 | 0.42 |
| | | | | | |
| Landscape and Paving | Cement and Mortar Mixers | 4 | 6 | 9 | 0.56 |
| | Pavers | 1 | 7 | 125 | 0.42 |
| | Rollers | 1 | 7 | 80 | 0.38 |
| | Tractors/Loaders/Backhoes | 1 | 7 | 97 | 0.37 |
| | Skid Steer Loaders | 1 | 8 | 64 | 0.3685 |
| | | | | | |
| Occupancy | | | | | |
| | | | | | |

| | | | | | | |
|---|---|---|---|---|---|---|
| **Residential Complex** | | | | | | |
| | Excavation | Graders | 1 | 8 | 174 | 0.41 |
| | | Rubber Tired Dozers | 1 | 7 | 255 | 0.4 |
| | | Tractors/Loaders/Backhoes | 1 | 8 | 97 | 0.37 |
| | | | | | | |
| | Construct New Building | Cranes | 1 | 6 | 226 | 0.29 |
| | | Forklifts | 1 | 6 | 89 | 0.2 |
| | | Generator Sets | 1 | 8 | 84 | 0.74 |
| | | Tractors/Loaders/Backhoes | 1 | 6 | 97 | 0.37 |
| | | Welders | 3 | 8 | 46 | 0.45 |
| | | | | | | |
| | Landscape and Paving | Cement and Mortar Mixers | 1 | 6 | 9 | 0.56 |
| | | Pavers | 1 | 6 | 125 | 0.42 |
| | | Rollers | 1 | 7 | 80 | 0.38 |
| | | Paving Equipment | 1 | 8 | 130 | 0.36 |
| | | Tractors/Loaders/Backhoes | 1 | 8 | 97 | 0.37 |
| | | Skid Steer Loaders | 1 | 8 | 64 | 0.3685 |
| | | | | | | |
| | Occupancy | | | | | |
| | | | | | | |
| **B2 - Modernization/Renovation** | | | | | | |
| | Abatement & Selective Demolition (2024) | Concrete/Industrial Saws | 1 | 8 | 81 | 0.73 |
| | 60 days | Rubber Tired Dozers | 1 | 1 | 255 | 0.4 |
| | | Tractors/Loaders/Backhoes | 2 | 6 | 97 | 0.37 |
| | | | | | | |
| | Renovations (2024) | Forklifts | 2 | 6 | 89 | 0.2 |
| | 417 days | Cranes | 1 | 4 | 226 | 0.29 |
| | | | | | | |
| | Occupancy | | | | | |
| | | | | | | |
| **B5 Modernization/Renovation** | | | | | | |
| | Abatement & Selective Demolition (2022) | Concrete/Industrial Saws | 1 | 8 | 81 | 0.73 |
| | 62 days | Rubber Tired Dozers | 1 | 1 | 255 | 0.4 |
| | | Tractors/Loaders/Backhoes | 2 | 6 | 97 | 0.37 |
| | | Skid Steer Loaders | 1 | 8 | 64 | 0.3685 |
| | | | | | | |
| | Renovations (2022) | Forklifts | 2 | 6 | 89 | 0.2 |
| | 278 days | Cranes | 1 | 4 | 226 | 0.29 |
| | | | | | | |
| | Occupancy | | | | | |
| | | | | | | |
| **B14 - Modernization/Renovation** | | | | | | |
| | Abatement & Selective Demolition (2018) | Concrete/Industrial Saws | 1 | 8 | 81 | 0.73 |
| | 63 days | Rubber Tired Dozers | 1 | 1 | 255 | 0.4 |
| | | Tractors/Loaders/Backhoes | 2 | 6 | 97 | 0.37 |
| | | | | | | |
| | Renovations (2018) | Forklifts | 2 | 6 | 89 | 0.2 |
| | 208 days | Cranes | 1 | 4 | 226 | 0.29 |
| | | | | | | |
| | Occupancy | | | | | |
| | | | | | | |
| **Campus Site Development** | | | | | | |
| | Abatement & Demolition B19 Pacific Heights | Concrete/Industrial Saws | 1 | 8 | 81 | 0.73 |
| | | Rubber Tired Dozers | 1 | 8 | 255 | 0.4 |
| | | Tractors/Loaders/Backhoes | 3 | 8 | 97 | 0.37 |
| | | | | | | |
| | Parking Lot L Expansion | Cement and Mortar Mixers | 1 | 6 | 9 | 0.56 |
| | | Pavers | 1 | 6 | 125 | 0.42 |
| | | Rollers | 1 | 7 | 80 | 0.38 |
| | | Paving Equipment | 1 | 8 | 130 | 0.36 |
| | | Tractors/Loaders/Backhoes | 1 | 8 | 97 | 0.37 |
| | | | | | | |
| | Repave Roadways | Cement and Mortar Mixers | 2 | 6 | 9 | 0.56 |
| | | Pavers | 1 | 8 | 125 | 0.42 |
| | | Rollers | 2 | 6 | 80 | 0.38 |
| | | Paving Equipment | 2 | 6 | 130 | 0.36 |
| | | Tractors/Loaders/Backhoes | 1 | 8 | 97 | 0.37 |

B-2
# Air Quality Analysis

**Construction BTUs**

| | | | | | |
|---|---|---|---|---|---|
| Canada | | | | | |
| 29,666 | MT | 22.2 | lbs/gal | 129,488 | BTU/gal |
| 2,204.60 | lbs/MT | 65401663.6 | lbs | 2946020.883 | gallons |
| 65401664 | lbs | 2946020.883 | gallons | 381474352082.74 | BTU |
| CSM | | | | | |
| 29,950 | MT | 22.2 | lbs/gal | 129,488 | BTU/gal |
| 2,204.60 | lbs/MT | 66027770 | lbs | 2974223.874 | gallons |
| 66027770 | lbs | 2974223.874 | gallons | 385126300980.18 | BTU |
| Skyline | | | | | |
| 22,782 | MT | 22.2 | lbs/gal | 129,488 | BTU/gal |
| 2,204.60 | lbs/MT | 50225197.2 | lbs | 2262396.27 | gallons |
| 50225197 | lbs | 2262396.27 | gallons | 292953168244.76 | BTU |

**On road Operational BTUs proposed**

| | | | | | |
|---|---|---|---|---|---|
| health club | 1,380,406 | vmt | | | |
| canada campus proposed | 2,461,827 | vmt | 3,842,233 | Canada vmt total | 17993177139 Canada BTU |
| csm campus proposed | 5,930,584 | vmt | 5,930,584 | CSM vmt total | 27772924872 CSM BTU |
| skyline campus proposed | 6,332,698 | vmt | | | |
| res complex to canada | 79,071 | vmt | | | |
| res complex to csm | 48,566 | vmt | | | |
| res complex offsite | 1,221,528 | vmt | | | |
| res complex onsite | 9,704 | vmt | 7,691,567 | Skyline vmt total | 36019608261 Skyline BTU |
| | 17,464,384 | vmt total | | | |
| | 4,683 | BTU/vmt | | | |
| | 81785710272 | BTU total | | | |

**Off road Operational BTUs proposed (unmitigated)**

| | | | | |
|---|---|---|---|---|
| Canada electricity | 1.40E+06 | kWh/yr | 3,416 BTU/kWh | 4782400000.00 BTU |
| Canada natural gas | 5.60E+06 | kBTU/yr | 1,000 BTU/kBTU | 5598600000.00 BTU |
| CSM elec | 1.33E+06 | kWh/yr | 3,416 BTU/kWh | 4543280000.00 BTU |
| CSM nat gas | 9.32E+06 | kBTU/yr | 1,000 BTU/kBTU | 9320000000.00 BTU |
| Skyline elec | 2.33E+06 | kWh/yr | 3,416 BTU/kWh | 7950398400.00 BTU |
| Skyline nat gas | 1.29E+07 | kBTU/yr | 1,000 BTU/kBTU | 12926900000.00 BTU |
| | | | | 17276078400.00 total electricity BTU |
| | | | | 27845500000.00 total natural gas BTU |

**Off road Operational BTUs proposed (mitigated)**

| | | | | |
|---|---|---|---|---|
| Canada electricity | 8.40E+05 | kWh/yr | 3,416 BTU/kWh | 2868586000.00 BTU |
| Canada natural gas | 3.36E+06 | kBTU/yr | 1,000 BTU/kBTU | 3359160000.00 BTU |
| CSM elec | -7.50E+02 | kWh/yr | 3,416 BTU/kWh | -2562000.00 BTU |
| CSM nat gas | 5.59E+06 | kBTU/yr | 1,000 BTU/kBTU | 5594900000.00 BTU |
| Skyline elec | 1.30E+06 | kWh/yr | 3,416 BTU/kWh | 4428194960.00 BTU |
| Skyline nat gas | 7.76E+06 | kBTU/yr | 1,000 BTU/kBTU | 7756450000.00 BTU |
| | | | | 7294218960.00 total electricity BTU |
| | | | | 16710510000.00 total natural gas BTU |

**Total proposed operational (unmitigated)**

126907288672.00 BTU

28374177139.00 canada total
41636204872.00 csm total
56896906661.00 skyline total

**Total proposed operational (mitigated)**

105790439232.00 BTU

24220923139.00 canada total
33365262872.00 csm total
48204253221.00 skyline total

**On road Operational BTUs existing**

| | | |
|---|---|---|
| canada campus existing | 2,461,827 vmt | 11528735841 Canada BTU |
| csm campus existing | 5,930,002 vmt | 27770199366 CSM BTU |
| skyline campus existing | 6,332,698 vmt | 29656024734 Skyline BTU |
| | 14,724,527 vmt total | |
| | 4,683 BTU/vmt | |
| | 68954959941 BTU total | |

**Off road Operational BTUs existing**

| | | | |
|---|---|---|---|
| canada electricity | 4.51E+05 kWh/yr | 3,416 BTU/kWh | 1541442672.00 BTU |
| canada natural gas | 1.58E+06 kBTU/yr | 1,000 BTU/kBTU | 1583650000.00 BTU |
| san mateo elec | 1,070,000 kWh/yr | 3,416 BTU/kWh | 3655120000.00 BTU |
| san mateo nat gas | 7.30E+06 kBTU/yr | 1,000 BTU/kBTU | 7300000000.00 BTU |
| skyline elec | 1.04E+06 kWh/yr | 3,416 BTU/kWh | 3559608640.00 BTU |
| skyline nat gas | 6.05E+06 kBTU/yr | 1,000 BTU/kBTU | 6052910000.00 BTU |
| | | | 8756171312.00 total electricity BTU |
| | | | 14936560000.00 total natural gas BTU |

**Total existing operational**

92647691253.00 BTU

14653828513.00 canada total
38725319366.00 csm total
39268543374.00 skyline total

B-3
# Vehicle Trip Data

## SMCCCD - Skyline College Residential Development

**Trip Generation Estimates**

| Land Use | Size | Units | Daily Rates | Daily Trips | AM Peak Hour | | | | | | PM Peak Hour | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Pk-Hr Rate | Splits In | Splits Out | In | Out | Total | Pk-Hr Rate | Splits In | Splits Out | In | Out | Total |
| Multi-family building for faculty and staff[1] | 24 | DUs | 6.65 | 160 | 0.51 | 0.20 | 0.80 | 2 | 10 | 12 | 0.62 | 0.65 | 0.35 | 10 | 5 | 15 |
| Single-family homes for general public[2] | 47 | DUs | 9.52 | 447 | 0.75 | 0.25 | 0.75 | 9 | 26 | 35 | 1.00 | 0.63 | 0.37 | 30 | 17 | 47 |
| **New Trips Generated** | | | | **607** | | | | **11** | **36** | **47** | | | | **40** | **22** | **62** |
| *New trips distributed on-site (Skyline College)*[3] | | | | *30* | | | | *1* | *5* | *6* | | | | *5* | *3* | *8* |
| *New trips distributed off-site* | | | | *577* | | | | *10* | *31* | *41* | | | | *35* | *19* | *54* |

Notes:

DUs = dwelling units

[1] Trip rates based on Apartment (Land Use 220), ITE Trip Generation, 9th Edition, 2012. Average rates are used.

[2] Trip rates based on Single-Family Detached Housing (Land Use 210), ITE Trip Generation, 9th Edition, 2012. Average rates are used.

[3] It is assumed that 50 percent of the multi-family residential units would be occupied by Skyline College faculty and staff (on-site) and remaining units would be occupied by Canada College and College of San Mateo faculty and staff (off-site).

## SMCCCD - Canada College Gym Facility

**Trip Generation Estimates**

| Land Use | Size | Units | Daily Rates | Daily Trips | AM Peak Hour | | | | | | PM Peak Hour | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Pk-Hr Rate | Splits In | Splits Out | In | Out | Total | Pk-Hr Rate | Splits In | Splits Out | In | Out | Total |
| Building 1 Health Club[1] | 6,000 | members | 0.13 | 799 | 0.02 | 62% | 38% | 73 | 46 | 119 | 0.02 | 59% | 41% | 82 | 57 | 139 |

Notes:

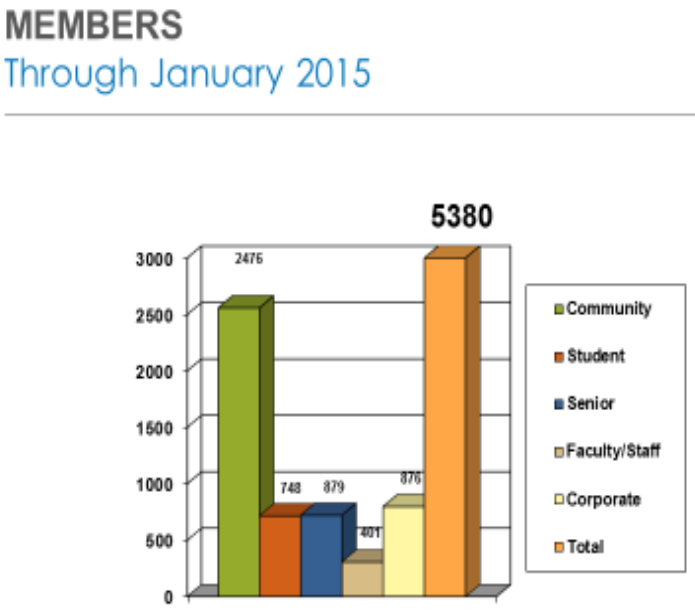
ksf = 1,000 square feet gross area

[1] Trip rates based on the check-ins and membership data for the existing College of San Mateo health club. See Appendix X for trip rate calculations.

## College of San Mateo Health Club Usage and Vehicle Trip Rate Estimates

| | | Daily Vehicle Trip Rates | Weekday Check-ins[1] | AM Peak Hour (weekday) | | | | | | PM Peak Hour (weekday) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Pk-Hr Trip Rate | Split | | In[1] | Out[1] | Total Check-Ins & -Outs[2] | Pk-Hr Trip Rate | Split | | In[1] | Out[1] | Check-Ins & -Outs[3] |
| | | | | | In | Out | | | | | In | Out | | | |
| **Member Check-Ins** | | | | | | | | | | | | | | | |
| All Members | 5,380 | | 911 | | | | 84 | 52 | 136 | | | | 94 | 65 | 159 |
| General Public Members[4] | 4,231 | | 716 | | | | 66 | 41 | 107 | | | | 74 | 51 | 125 |
| **Vehicle Trip and Trip Rate Estimates** | | | | | | | | | | | | | | | |
| All Members[5] | 5,380 | 0.13 | 716 | 0.02 | 62% | 38% | 66 | 41 | 107 | 0.02 | 59% | 41% | 74 | 51 | 125 |

Notes:
Table developed by Hexagon Transportation Consultants.
1. Based on 2015 January Check-Ins Data collected by SMCCCD. There were 5,380 members as of January 2015.
2. AM peak hour check-ins & -outs include 84 check-ins in 8-9 am and 52 check-ins in 7-8 am which was assumed to exit in 8-9 am.
3. PM peak hour check-ins & -outs include 94 check-ins in 5-6 pm and 65 check-ins in 4-5 pm which was assumed to exit in 5-6 pm.
4. It was assumed that faculty, staff, and student members go to the club before and after work or school, so they don't generate additional vehicle trips. Therefore, check-ins were calculated for the general public (GP) members, using the ratio of GP members to all members.
5. Daily and peak-hour trip rates were calculated using chick-ins from GP members. It is assumed one vehicle trip per check-in.



B-4
# Health Risk Assessment

# San Mateo College HRA

## Emission Rate

| Building | DPM (tons) | PM2.5 Dust | Hours/Day | Days | DPM (g/sec) | PM2.5 D (g/sec) | Con Start | Con End | ED (Years) |
|---|---|---|---|---|---|---|---|---|---|
| Building 3 | 0.1232 | 0.00000 | 8 | 558 | 0.006955 | 0.000000 | 12/22/2016 | 7/3/2018 | |
| Building 1 | 0.1232 | 0.00000 | 8 | 762 | 0.005093 | 0.000000 | 1/12/2022 | 2/13/2024 | |
| Building 9 | 0.1232 | 0.00000 | 8 | 757 | 0.005126 | 0.000000 | 7/3/2017 | 7/30/2019 | |
| Building 17 | 0.1232 | 0.00000 | 8 | 569 | 0.006820 | 0.000000 | 10/26/2016 | 5/18/2018 | |
| Building 34 | 0.1232 | 0.00000 | 8 | 377 | 0.010294 | 0.000000 | 7/31/2019 | 8/11/2020 | |
| Buliding 8 | 0.1355 | 0.00417 | 8 | 956 | 0.004465 | 0.000137 | 5/31/2019 | 1/11/2022 | |
| Bethn Lot | 0.0197 | 0.00000 | 8 | 154 | 0.004029 | 0.000000 | 2/15/2024 | 7/18/2024 | |
| Building 19 | 0.4633 | 0.06627 | 8 | 1032 | 0.014141 | 0.002023 | 2/1/2017 | 11/30/2019 | |
| | | | | | | Total | 10/26/2016 | 7/18/2024 | 5.5 |

## Cancer Risk Assessment

Methodolology, OEHHA Air Toxics Hot Spots Program Guidance Manual for the Preparation of Risk Assessments, March 6, 2015
http://oehha.ca.gov/air/hot_spots/hotspots2015.html
Assumed to start in 3rd trimester for residential

Dose: $Dose\text{-}air = C_{air} \times \{BR/BW\} \times A \times EF \times 10^{-6}$

Cancer Risk: $RISK_{inh\text{-}res} = DOSE_{air} \times CPF \times ASF \times ED/AT \times FAH$

| | | Dose-Inhallation by age | | | | | |
|---|---|---|---|---|---|---|---|
| Receptor | Annual Conc. (ug/m3) | 3rd trimester | 0<2 | 2<9 | 2<16 | 16<30 | 16-70 |
| Maximum Receptor - Onsite Res | 0.0224 | 7.74E-06 | 2.34E-05 | 1.35E-05 | 1.23E-05 | 5.59E-06 | 4.99E-06 |
| Maximum Receptor - Offsite Res | 0.0357 | 1.24E-05 | 3.73E-05 | 2.16E-05 | 1.96E-05 | 8.93E-06 | 7.97E-06 |
| Offsite School | 0.0165 | 4.88E-07 | 2.44E-06 | 1.30E-06 | 1.06E-06 | 4.88E-07 | 4.67E-07 |
| Offsite Park | 0.0026 | 2.20E-08 | 1.10E-07 | 5.87E-08 | 4.77E-08 | 2.20E-08 | 2.11E-08 |

| | Individual Cancer Risk | | | | | | |
|---|---|---|---|---|---|---|---|
| Receptor | 3rd trimester | 0<2 | 2<9 | 2<16 | 16<30 | 16-70 | summed risk |
| Maximum Receptor - Onsite Res | 3.04E-07 | 7.34E-06 | 2.09E-06 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 9.734E-06 |
| Maximum Receptor - Offsite Res | 4.85E-07 | 1.17E-05 | 3.34E-06 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 1.554E-05 |
| Offsite School | 1.92E-08 | 7.66E-07 | 2.01E-07 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 9.863E-07 |
| Offsite Park | 8.65E-10 | 3.46E-08 | 9.07E-09 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 4.455E-08 |

| **Summed Risk** | Unmit per million | with onsite MM | with Tier 4 (90% reduction over unmit) | With MERV-15 |
|---|---|---|---|---|
| Maximum Receptor - Onsite Res | 9.73 | 5.35 | 0.973 | |
| Maximum Receptor - Offsite Res | 15.54 | 8.55 | 1.554 | - |
| Offsite School | 0.99 | 0.54 | 0.099 | - |
| Offsite Park | 0.04 | 0.02 | 0.004 | - |

## Chronic Hazard

Chronic hazard assessment is based on annual average exposure and chronicRELs. Chronic REL for DPM is 5.

| Receptor | Annual Conc. (ug/m3) | Chronic HI unmit | Chronic HI mit | with Tier 4 (90% reduction over unmit) | With MERV-15 |
|---|---|---|---|---|---|
| Maximum Receptor - Onsite Res | 0.022350 | 0.00447 | 0.00246 | - | - |
| Maximum Receptor - Offsite Res | 0.035690 | 0.00714 | 0.00393 | - | - |
| Offsite School | 0.016480 | 0.00330 | 0.00181 | - | - |
| Offsite Park | 0.002570 | 0.00051 | 0.00028 | - | - |

## PM2.5 Concentration

Assessment based on annual average exposure to total PM2.5 (exhaust + dust)

| Receptor | Annual Conc. (ug/m3) unmit | Annual Conc. (ug/m3) mit | with Tier 4 (90% reduction over unmit) | With MERV-15 and Tier 4 |
|---|---|---|---|---|
| Maximum Receptor - Onsite Res | 0.0227 | 0.0124 | 0.002 | 0.0003 |
| Maximum Receptor - Offsite Res | 0.0368 | 0.0201 | 0.004 | |
| Offsite School | 0.0167 | 0.0092 | 0.002 | |
| Offsite Park | 0.0026 | 0.0014 | 0.000 | |

| ED, Exposure Duration (years) | | 3rd trimester | 0<2 | 2<9 | 2<16 | 16<30 | 16-70 | |
|---|---|---|---|---|---|---|---|---|
| | Res and Park | 0.25 | 2 | 3.28 | 0 | 0 | 0 | Equation 8.2.4 A, OEHHA 2015 |
| | School | 0.25 | 2 | 3.28 | 0 | 0 | 0 | Equation 8.2.4 A, OEHHA 2015 |

# Skyline College HRA

## Emission Rate

| Building | DPM (tons) | PM2.5 Dust | Hours/Day | Days | DPM (g/sec) | PM2.5 D (g/sec) | Con Start | Con End | Years |
|---|---|---|---|---|---|---|---|---|---|
| Env Studies | 0.13 | 0.0000 | 8 | 561 | 0.007035 | 0.00000 | 2/28/2018 | 9/12/2019 | |
| Building 14 | 0.12 | 0.0000 | 8 | 444 | 0.008740 | 0.00000 | 9/18/2018 | 12/6/2019 | |
| Energy Mgmt. | 0.10 | 0.0000 | 8 | 446 | 0.006752 | 0.00000 | 6/28/2017 | 9/17/2018 | |
| Building 5 | 0.13 | 0.0000 | 8 | 545 | 0.007641 | 0.00000 | 8/11/2022 | 2/7/2024 | |
| Building 2 | 0.12 | 0.0000 | 8 | 729 | 0.005323 | 0.00000 | 2/8/2024 | 2/6/2026 | |
| Building 1 (boiler + utilities + Social sciences) | 0.20 | 0.0307 | 8 | 1309 | 0.004858 | 0.00074 | 1/9/2019 | 8/10/2022 | |
| Parcel 8 (residential) | 0.08 | 0.0942 | 8 | 1188 | 0.002105 | 0.00250 | 10/1/2017 | 1/1/2021 | 2.3 |
| Parking Expansion | 0.04 | 0.0029 | 8 | 414 | 0.003365 | 0.00022 | 2/9/2026 | 3/30/2027 | |
| | | | | | | Total | 6/28/2017 | 3/30/2027 | 7.0 |

## Cancer Risk Assessment

Methodolology, OEHHA Air Toxics Hot Spots Program Guidance Manual for the Preparation of Risk Assessments, March 6, 2015
http://oehha.ca.gov/air/hot_spots/hotspots2015.html
Assumed to start in 3rd trimester for residential

Dose: $Dose\text{-}air = C_{air} \times \{BR/BW\} \times A \times EF \times 10^{-6}$

Cancer Risk: $RISK_{inh\text{-}res} = DOSE_{air} \times CPF \times ASF \times ED/AT \times FAH$

| | | Dose-Inhallation by age | | | | | |
|---|---|---|---|---|---|---|---|
| Receptor | Annual Conc. (ug/m3) | 3rd trimester | 0<2 | 2<9 | 2<16 | 16<30 | 16-70 |
| Maximum Receptor - Onsite Res | 0.1044 | 3.61E-05 | 1.09E-04 | 6.32E-05 | 5.73E-05 | 2.61E-05 | 2.33E-05 |
| Maximum Receptor - Offsite Res | 0.1066 | 3.69E-05 | 1.11E-04 | 6.45E-05 | 5.85E-05 | 2.67E-05 | 2.38E-05 |
| Offsite Park | 0.0143 | 1.22E-07 | 6.12E-07 | 3.26E-07 | 2.65E-07 | 1.22E-07 | 1.17E-07 |
| Offsite Jail | 0.0038 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 7.63E-07 | 6.72E-07 |

| | Individual Cancer Risk | | | | | | |
|---|---|---|---|---|---|---|---|
| Receptor | 3rd trimester | 0<2 | 2<9 | 2<16 | 16<30 | 16-70 | summed risk |
| Maximum Receptor - Onsite | 1.42E-06 | 3.43E-05 | 7.13E-06 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 4.28E-05 |
| Maximum Receptor - Offsite | 1.45E-06 | 3.50E-05 | 1.44E-05 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 5.082E-05 |
| Offsite Park | 4.81E-09 | 1.92E-07 | 7.27E-08 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 2.698E-07 |
| Offsite Jail | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 8.40E-08 | 0.00E+00 | 8.395E-08 |

| Summed Risk | Unmit per million | with onsite MM (CC-AQ-2 and AQ-4) | with Tier 4 (90% reduction over unmit) |
|---|---|---|---|
| Maximum Receptor - Onsite | 42.85 | 23.57 | 4.285 |
| Maximum Receptor - Offsite | 50.82 | 27.95 | 5.082 |
| Offsite Park | 0.27 | 0.15 | 0.027 |
| Offsite Jail | 0.08 | 0.05 | 0.008 |

## Chronic Hazard

Chronic hazard assessment is based on annual average exposure and chronicRELs. Chronic REL for DPM is 5.

| Receptor | Annual Conc. (ug/m3) | Chronic HI | with onsite MM | with Tier 4 (90% reduction over unmit) | With MERV-15 | After MM |
|---|---|---|---|---|---|---|
| Maximum Receptor - Onsite Res | 0.104410 | 0.02088 | 0.01 | 0.002 | 0.0017 | 0.0017 |
| Maximum Receptor - Offsite Res | 0.106580 | 0.02132 | 0.01 | 0.002 | - | 0.01 |
| Offsite Park | 0.014280 | 0.00286 | 0.00 | 0.000 | - | 0.00 |
| Offsite Jail | 0.003790 | 0.00076 | 0.00 | 0.000 | - | 0.00 |

## PM2.5 Concentration

Assessment based on annual average exposure to total PM2.5 (exhaust + dust)

| Receptor | Annual Conc. (ug/m3) unmit | Annual Conc. (ug/m3) mit | with Tier 4 (90% reduction over unmit) | With MERV-15 | After MM |
|---|---|---|---|---|---|
| Maximum Receptor - Onsite Res | 0.2874 | 0.1434 | 0.029 | 0.022 | 0.022 |
| Maximum Receptor - Offsite Res | 0.1326 | 0.0708 | 0.013 | - | 0.071 |
| Offsite Park | 0.0174 | 0.0093 | 0.002 | - | 0.009 |
| Offsite Jail | 0.0046 | 0.0025 | 0.000 | - | 0.002 |

| ED, Exposure Duration (years) | 3rd trimester | 0<2 | 2<9 | 2<16 | 16<30 | 16-70 | |
|---|---|---|---|---|---|---|---|
| Offsite (Res and Park) | 0.25 | 2 | 4.72 | 0 | 0 | 0 | Equation 8.2.4 A, OEHHA 2015 |
| Offsite (Jail) | | | | | 7 | 0 | Equation 8.2.4 A, OEHHA 2015 |
| Onsite Residential | 0.25 | 2 | 2.39 | 0 | 0 | 0 | Equation 8.2.4 A, OEHHA 2015 (completed in 2021; exposed to onsite pollution thereafter) |

# Cañada College HRA

**Emission Rate**

| Building | DPM (tons) | PM2.5 Dust | Hours/Day | Days | DPM (g/sec) | PM2.5 D (g/sec) | Con Start | Con End | ED (Years) |
|---|---|---|---|---|---|---|---|---|---|
| Building 1 + Lot 6 | 0.214 | 0.00109 | 8 | 967 | 0.006972 | 0.000036 | 10/5/2016 | 5/30/2019 | 1.9 |
| *building 1* | *0.193* | *0.0009* | *8* | *849* | *0.007146* | *0.000033* | | | |
| *lot 6* | *0.021* | *0.0002* | *8* | *118* | *0.005723* | *0.000054* | | | |
| Building 3 | 0.07 | 0.00000 | 8 | 537 | 0.003975 | 0.000000 | 5/29/2019 | 11/16/2020 | 1.1 |
| Building 9 | 0.07 | 0.00000 | 8 | 698 | 0.003058 | 0.000000 | 5/29/2019 | 4/26/2021 | 1.4 |
| Building 13 | 0.07 | 0.00000 | 8 | 758 | 0.002816 | 0.000000 | 5/29/2019 | 6/25/2021 | 1.5 |
| Building 16 | 0.03 | 0.00000 | 8 | 384 | 0.002779 | 0.000000 | 5/29/2019 | 6/16/2020 | 0.8 |
| Building 18 | 0.03 | 0.00000 | 8 | 384 | 0.002779 | 0.000000 | 5/29/2019 | 6/16/2020 | 0.8 |
| New Math | 0.0713 | 0.02726 | 8 | 700 | 0.003210 | 0.001227 | 6/28/2017 | 5/29/2019 | 1.4 |
| Lot 10 Expansion | 0.021 | 0.00020 | 8 | 118 | 0.005723 | 0.000054 | 6/26/2021 | 10/22/2021 | 0.2 |
| | 0.79 | | | | | Total | 10/5/2016 | 10/22/2021 | 3.6 |

**Cancer Risk Assessment**

Methodolology, OEHHA Air Toxics Hot Spots Program Guidance Manual for the Preparation of Risk Assessments, March 6, 2015
http://oehha.ca.gov/air/hot_spots/hotspots2015.html
Assumed to start in 3rd trimester for residential

Dose: $Dose\text{-}air = C_{air} \times \{BR/BW\} \times A \times EF \times 10^{-6}$

Cancer Risk: $RISK_{inh\text{-}res} = DOSE_{air} \times CPF \times ASF \times ED/AT \times FAH$

| | | Dose-Inhallation by age | | | | | |
|---|---|---|---|---|---|---|---|
| Receptor | Annual Conc. (ug/m3) | 3rd trimester | 0<2 | 2<9 | 2<16 | 16<30 | 16-70 |
| Maximum Receptor - Onsite | 0.028390 | 9.83E-06 | 2.97E-05 | 1.72E-05 | 1.56E-05 | 7.11E-06 | 6.34E-06 |
| Maximum Receptor - Offsite | 0.09315 | 3.22E-05 | 9.74E-05 | 5.64E-05 | 5.11E-05 | 2.33E-05 | 2.08E-05 |

| | Individual Cancer Risk | | | | | | |
|---|---|---|---|---|---|---|---|
| Receptor | 3rd trimester | 0<2 | 2<9 | 2<16 | 16<30 | 16-70 | summed risk |
| Maximum Receptor - Onsite | 3.86E-07 | 9.33E-06 | 1.10E-06 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 1.08E-05 |
| Maximum Receptor - Offsite | 1.27E-06 | 3.06E-05 | 3.62E-06 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 3.548E-05 |

| **Summed Risk** | Unmit per million | with onsite MM | with Tier 4 (90% reduction over unmit) |
|---|---|---|---|
| Maximum Receptor - Onsite | 10.81 | 5.95 | 1.081 |
| Maximum Receptor - Offsite | 35.48 | 19.52 | 3.548 |

**Chronic Hazard**

Chronic hazard assessment is based on annual average exposure and chronicRELs. Chronic REL for DPM is 5.

| Receptor | Annual Conc. (ug/m3) | Chronic HI unmit | Chronic HI mit | with Tier 4 (90% reduction over unmit) | |
|---|---|---|---|---|---|
| Maximum Receptor - Onsite | 0.028390 | 0.01 | 0.00 | 0.001 | |
| Maximum Receptor - Offsite | 0.09315 | 0.02 | 0.01 | 0.002 | -- |

**PM2.5 Concentration**

Assessment based on annual average exposure to total PM2.5 (exhaust + dust)

| Receptor | Annual Conc. (ug/m3) unmit | Annual Conc. (ug/m3) mit | with Tier 4 (90% reduction over unmit) | With MERV-15 |
|---|---|---|---|---|
| Maximum Receptor - Onsite | 0.03 | 0.02 | 0.003 | 0.00 |
| Maximum Receptor - Offsite | 0.10 | 0.06 | 0.010 | -- |

| ED, Exposure Duration (years) | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | Res | 0.25 | 2 | 1.36 | 0 | 0 | 0 | Equation 8.2.4 A, OEHHA 2015 |

## Dose and Risk Factors for all Schools (ED varies)

| Breathing Rates by bin and use | 3rd Trimester | 0<2 years | 2<9 years | 2<16 years | 16<30 years | 16<70 years | |
|---|---|---|---|---|---|---|---|
| Daily Breath Rate (L/kg-day) Residential | 361 | 1090 | 631 | 572 | 261 | 233 | OEHHA 2015, Table 5.6, 95th %ile for 3rdtri-2yrs old; 80th% otherwise (from SJVACPD guidance) |
| Daily Breath Rate (L/kg-day) Park | 240 | 1200 | 640 | 520 | 240 | 230 | OEHHA 2015, Table 5.8 (95th, moderate) for all bins but 3rd tri, which was taken from SJVUAPCD's draft guidance |
| Daily Breath Rate (L/kg-day) School | 240 | 1200 | 640 | 520 | 240 | 230 | same as park |
| Daily Breath Rate (L/kg-day) Jail | | | | | 210 | 185 | OEHHA 2015, Table 5.6, only 16+ |

| **EF, Fraction of time exposed** | | | | | | | |
|---|---|---|---|---|---|---|---|
| Residential | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | OEHHA 2015, page 5-24, 350 days/yr |
| Park | 0.036 | 0.036 | 0.036 | 0.036 | 0.036 | 0.036 | 3x/week, 2 hours/day, for 9 years |
| School | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 180 days/yr, 6 hours/day |
| Jail | | | | | 0.96 | 0.96 | OEHHA 2015, page 5-24, 350 days/yr |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| A | 1 | 1 | 1 | 1 | 1 | 1 | OEHHA 2015, page 5-24 |
| Conversion Factor | 1.00E-06 | 1.00E-06 | 1.00E-06 | 1.00E-06 | 1.00E-06 | 1.00E-06 | (mg/ug + m3/L) |
| CPF, DPM ([mg/kg-day]$^{-1}$) | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 | OEHHA 2015, Table 7.1 |
| Average Age Sensitivity Factor - residence | 10 | 10 | 3 | 3 | 1 | 1 | OEHHA 2015, Table 8.3 |
| AT, Average Time (days) | 70 | 70 | 70 | 70 | 70 | 70 | Averaging time for lifetime cancer risk |
| FAH | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | OEHHA 2015, Table 8.4 |
| Chronic REL, respiratory, DPM | 5 | | | | | | OEHHA 2015, Table 6.3 |

| Mitigation Reductions | | | |
|---|---|---|---|
| MERV | 15% | Achieves a 85% PM removal efficiency | |
| BAAQMD PM10 exh reduction | 55% | Achieves a 45% PM10 exhaust reduction | Mitigation Measure AQE-2 |
| PM dust reduction | 47% | Achieves a 53% PM2.5 dust reduction | Mitigation Measure AQE-4 |
| PM10 exh reduction, tier 4 | 10% | Achieves a 90% PM10 exhaust reduction (relative to unmitgated) | Mitigation Measure AQE-5 |

**San Mateo Ambient**

| Source ID | Name | Address | Cancer | Hazard | PM2.5 | |
|---|---|---|---|---|---|---|
| 17347 | San Mateo | 1700 W Hillsdale Blvd | 1.6 | 0.00 | 0.00 | Geneator, adjusted for distance to campus (onsite receptor); 900 feet |
| 15349 | San Mateo | 1700 W Hillsdale Blvd | 3.6 | 0.03 | 1.56 | |
| SR 92 | SR 92 | - | 3.0 | 0.00 | 0.03 | <Measured at 500 feet |
| Total | | | 8.2 | 0.03 | 1.6 | (apply to offsite receptorss) |
| | | | | | | |
| 17347 | San Mateo | 1700 W Hillsdale Blvd | 0.2 | 0.00 | 0.00 | WITH MERV |
| 15349 | San Mateo | 1700 W Hillsdale Blvd | 0.5 | 0.00 | 0.23 | |
| SR 92 | SR 92 | - | 0.4 | 0.00 | 0.00 | |
| | | | 1.2 | 0.00 | 0.24 | (only apply to onsite receptors) |

**Skyline Ambient**

| Source ID | Name | Address | Cancer | Hazard | PM2.5 | |
|---|---|---|---|---|---|---|
| 15348 | Skyline College | 3300 College Drive | 1 | 0.01 | 0.57 | |
| SR35 | SR35 | - | 0 | 0.00 | 0.00 | <Technically not within 1,000 feet of the campus, but residences at the 1,000 foot line could be affected by t |
| Total | | | 2 | 0.01 | 0.6 | |
| | | | | | | |
| | | WITH MERV | 0 | 0.00 | 0.09 | |
| | | | 0 | 0.00 | 0.00 | |
| | | | 0 | 0.00 | 0.09 | |

**Canada Ambient**

| Source ID | Name | Address | Hazard | Cancer | PM2.5 | |
|---|---|---|---|---|---|---|
| I280 | I280 | - | 0.00 | 3 | 0.05 | <Technically not within 1,000 feet of the campus, but residences at the 1,000 foot line could be affected by both sources |
| Total | | | 0.00 | 3 | 0.0 | |
| | | WITH MERV | 0.00 | 0 | 0.01 | |
| | | | 0.00 | 0 | 0.01 | |

AERMOD output sheets available upon request

Appendix C

# Biological Resources Documentation

**Appendix C-1:** USFWS Endangered and Threatened Species Letter

**Appendix C-2:** CNDDB Species List

**Appendix C-3:** CNPS Species List

C-1

# USFWS Species Letter

**United States Department of the Interior**

FISH AND WILDLIFE SERVICE

Sacramento Fish and Wildlife Office
2800 Cottage Way, Room W-2605
Sacramento, California 95825

April 14, 2015

Document Number: 150414115703

Eric Christensen
ICF International
620 Folsom St. 2nd Floor
San Francisco, CA 94107

Subject: Not specified

Dear: Mr. Christensen

We are sending this official species list in response to your April 14, 2015 request for information about endangered and threatened species. The list covers the California counties and/or U.S. Geological Survey 7½ minute quad or quads you requested.

Our database was developed primarily to assist Federal agencies that are consulting with us. Therefore, our lists include all of the sensitive species that have been found in a certain area *and also ones that may be affected by projects in the area*. For example, a fish may be on the list for a quad if it lives somewhere downstream from that quad. Birds are included even if they only migrate through an area. In other words, we include all of the species we want people to consider when they do something that affects the environment.

Please read Important Information About Your Species List (below). It explains how we made the list and describes your responsibilities under the Endangered Species Act.

Our database is constantly updated as species are proposed, listed and delisted. If you address proposed and candidate species in your planning, this should not be a problem. However, we recommend that you get an updated list every 90 days. That would be July 13, 2015.

Please contact us if your project may affect endangered or threatened species or if you have any questions about the attached list or your responsibilities under the Endangered Species Act. A list of Endangered Species Program contacts can be found here.

Endangered Species Division

TAKE PRIDE IN AMERICA

**United States Department of the Interior**

FISH AND WILDLIFE SERVICE

Sacramento Fish and Wildlife Office
2800 Cottage Way, Room W-2605
Sacramento, California 95825

November 20, 2013

Document Number: 131120125516

Eric Christensen
ICF International
75 E. Santa Clara
San Jose, CA 95113

Subject: Species List for SMCCC

Dear: Mr. Christensen

We are sending this official species list in response to your November 20, 2013 request for information about endangered and threatened species. The list covers the California counties and/or U.S. Geological Survey 7½ minute quad or quads you requested.

Our database was developed primarily to assist Federal agencies that are consulting with us. Therefore, our lists include all of the sensitive species that have been found in a certain area *and also ones that may be affected by projects in the area*. For example, a fish may be on the list for a quad if it lives somewhere downstream from that quad. Birds are included even if they only migrate through an area. In other words, we include all of the species we want people to consider when they do something that affects the environment.

Please read Important Information About Your Species List (below). It explains how we made the list and describes your responsibilities under the Endangered Species Act.

Our database is constantly updated as species are proposed, listed and delisted. If you address proposed and candidate species in your planning, this should not be a problem. However, we recommend that you get an updated list every 90 days. That would be February 18, 2014.

Please contact us if your project may affect endangered or threatened species or if you have any questions about the attached list or your responsibilities under the Endangered Species Act. A list of Endangered Species Program contacts can be found here.

Endangered Species Division

TAKE PRIDE IN AMERICA

C-2

# CNDDB Species List

# U.S. Fish & Wildlife Service

# Sacramento Fish & Wildlife Office

## Federal Endangered and Threatened Species that Occur in or may be Affected by Projects in the Counties and/or U.S.G.S. 7 1/2 Minute Quads you requested

Document Number: 131120125516

Database Last Updated: September 18, 2011

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## Quad Lists

### Listed Species

#### Invertebrates

*Euphydryas editha bayensis*

bay checkerspot butterfly (T)

Critical habitat, bay checkerspot butterfly (X)

#### Fish

*Eucyclogobius newberryi*

tidewater goby (E)

*Hypomesus transpacificus*

delta smelt (T)

*Oncorhynchus kisutch*

coho salmon - central CA coast (E) (NMFS)

*Oncorhynchus mykiss*

Central California Coastal steelhead (T) (NMFS)

Central Valley steelhead (T) (NMFS)

Critical habitat, Central California coastal steelhead (X) (NMFS)

*Oncorhynchus tshawytscha*

Central Valley spring-run chinook salmon (T) (NMFS)

winter-run chinook salmon, Sacramento River (E) (NMFS)

#### Amphibians

*Ambystoma californiense*

California tiger salamander, central population (T)

*Rana draytonii*

California red-legged frog (T)

Critical habitat, California red-legged frog (X)

#### Reptiles

*Thamnophis sirtalis tetrataenia*

San Francisco garter snake (E)

#### Birds

*Brachyramphus marmoratus*

Critical habitat, marbled murrelet (X)

marbled murrelet (T)

*Charadrius alexandrinus nivosus*

western snowy plover (T)

*Pelecanus occidentalis californicus*
California brown pelican (E)

*Rallus longirostris obsoletus*
California clapper rail (E)

*Sternula antillarum (=Sterna, =albifrons) browni*
California least tern (E)

### Mammals

*Reithrodontomys raviventris*
salt marsh harvest mouse (E)

### Plants

*Acanthomintha duttonii*
San Mateo thornmint (E)

*Cirsium fontinale var. fontinale*
fountain thistle (E)

*Hesperolinon congestum*
Marin dwarf-flax (=western flax) (T)

*Pentachaeta bellidiflora*
white-rayed pentachaeta (E)

*Trifolium amoenum*
showy Indian clover (E)

### Quads Containing Listed, Proposed or Candidate Species:

PALO ALTO (428B)
WOODSIDE (429A)

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## County Lists

No county species lists requested.

## Key:

(E) *Endangered* - Listed as being in danger of extinction.

(T) *Threatened* - Listed as likely to become endangered within the foreseeable future.

(P) *Proposed* - Officially proposed in the Federal Register for listing as endangered or threatened.

(NMFS) Species under the Jurisdiction of the National Oceanic & Atmospheric Administration Fisheries Service. Consult with them directly about these species.

*Critical Habitat* - Area essential to the conservation of a species.

(PX) *Proposed Critical Habitat* - The species is already listed. Critical habitat is being proposed for it.

(C) *Candidate* - Candidate to become a proposed species.

(V) Vacated by a court order. Not currently in effect. Being reviewed by the Service.

(X) *Critical Habitat* designated for this species

## Important Information About Your Species List

### How We Make Species Lists

We store information about endangered and threatened species lists by U.S. Geological Survey 7½ minute quads. The United States is divided into these quads, which are about the size of San Francisco.

The animals on your species list are ones that occur within, **or may be affected by** projects within, the quads covered by the list.

- Fish and other aquatic species appear on your list if they are in the same watershed as your quad or if water use in your quad might affect them.
- Amphibians will be on the list for a quad or county if pesticides applied in that area may be carried to their habitat by air currents.
- Birds are shown regardless of whether they are resident or migratory. Relevant birds on the county list should be considered regardless of whether they appear on a quad list.

## Plants

Any plants on your list are ones that have actually been observed in the area covered by the list. Plants may exist in an area without ever having been detected there. You can find out what's in the surrounding quads through the California Native Plant Society's online Inventory of Rare and Endangered Plants.

## Surveying

Some of the species on your list may not be affected by your project. A trained biologist and/or botanist, familiar with the habitat requirements of the species on your list, should determine whether they or habitats suitable for them may be affected by your project. We recommend that your surveys include any proposed and candidate species on your list. See our Protocol and Recovery Permits pages.

For plant surveys, we recommend using the Guidelines for Conducting and Reporting Botanical Inventories. The results of your surveys should be published in any environmental documents prepared for your project.

## Your Responsibilities Under the Endangered Species Act

All animals identified as listed above are fully protected under the Endangered Species Act of 1973, as amended. Section 9 of the Act and its implementing regulations prohibit the take of a federally listed wildlife species. Take is defined by the Act as "to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect" any such animal.

> Take may include significant habitat modification or degradation where it actually kills or injures wildlife by significantly impairing essential behavioral patterns, including breeding, feeding, or shelter (50 CFR §17.3).

## Take incidental to an otherwise lawful activity may be authorized by one of two procedures:

- If a Federal agency is involved with the permitting, funding, or carrying out of a project that may result in take, then that agency must engage in a formal consultation with the Service.

  During formal consultation, the Federal agency, the applicant and the Service work together to avoid or minimize the impact on listed species and their habitat. Such consultation would result in a biological opinion by the Service addressing the anticipated effect of the project on listed and proposed species. The opinion may authorize a limited level of incidental take.

- If no Federal agency is involved with the project, and federally listed species may be taken as

part of the project, then you, the applicant, should apply for an incidental take permit. The Service may issue such a permit if you submit a satisfactory conservation plan for the species that would be affected by your project.

Should your survey determine that federally listed or proposed species occur in the area and are likely to be affected by the project, we recommend that you work with this office and the California Department of Fish and Game to develop a plan that minimizes the project's direct and indirect impacts to listed species and compensates for project-related loss of habitat. You should include the plan in any environmental documents you file.

## Critical Habitat

When a species is listed as endangered or threatened, areas of habitat considered essential to its conservation may be designated as critical habitat. These areas may require special management considerations or protection. They provide needed space for growth and normal behavior; food, water, air, light, other nutritional or physiological requirements; cover or shelter; and sites for breeding, reproduction, rearing of offspring, germination or seed dispersal.

Although critical habitat may be designated on private or State lands, activities on these lands are not restricted unless there is Federal involvement in the activities or direct harm to listed wildlife.

If any species has proposed or designated critical habitat within a quad, there will be a separate line for this on the species list. Boundary descriptions of the critical habitat may be found in the Federal Register. The information is also reprinted in the Code of Federal Regulations (50 CFR 17.95). See our Map Room page.

## Candidate Species

We recommend that you address impacts to candidate species. We put plants and animals on our candidate list when we have enough scientific information to eventually propose them for listing as threatened or endangered. By considering these species early in your planning process you may be able to avoid the problems that could develop if one of these candidates was listed before the end of your project.

## Species of Concern

The Sacramento Fish & Wildlife Office no longer maintains a list of species of concern. However, various other agencies and organizations maintain lists of at-risk species. These lists provide essential information for land management planning and conservation efforts. More info

## Wetlands

If your project will impact wetlands, riparian habitat, or other jurisdictional waters as defined by section 404 of the Clean Water Act and/or section 10 of the Rivers and Harbors Act, you will need to obtain a permit from the U.S. Army Corps of Engineers. Impacts to wetland habitats require site specific mitigation and monitoring. For questions regarding wetlands, please contact Mark Littlefield of this office at (916) 414-6520.

## Updates

Our database is constantly updated as species are proposed, listed and delisted. If you address proposed and candidate species in your planning, this should not be a problem. However, we recommend that you get an updated list every 90 days. That would be

February 18, 2014.

C-3
# CNPS Species List

CALIFORNIA DEPARTMENT OF FISH and WILDLIFE RareFind

**Query Summary:**
Quad IS (San Francisco South (3712264) OR Montara Mountain (3712254) OR Woodside (3712243) OR Palo Alto (3712242) OR San Mateo (3712253))

Print Close

**CNDDB Element Query Results**

| Scientific Name | Common Name | Taxonomic Group | Element Code | Total Occs | Returned Occs | Federal Status | State Status | Global Rank | State Rank | CA Rare Plant Rank | Other Status | Habitats |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Acanthomintha duttonii | San Mateo thorn-mint | Dicots | PDLAM01040 | 5 | 5 | Endangered | Endangered | G1 | S1 | 1B.1 | SB_UCBBG-UC Berkeley Botanical Garden | Chaparral \| Coastal scrub \| Ultramafic \| Valley & foothill grassland |
| Adela oplerella | Opler's longhorn moth | Insects | IILEE0G040 | 14 | 1 | None | None | G2 | S2 | null | null | Ultramafic \| Valley & foothill grassland |
| Allium peninsulare var. franciscanum | Franciscan onion | Monocots | PMLIL021R1 | 21 | 16 | None | None | G5T1 | S1 | 1B.2 | null | Cismontane woodland \| Ultramafic \| Valley & foothill grassland |
| Ambystoma californiense | California tiger salamander | Amphibians | AAAAA01180 | 1122 | 5 | Threatened | Threatened | G2G3 | S2S3 | null | CDFW_SSC-Species of Special Concern \| IUCN_VU-Vulnerable | Cismontane woodland \| Meadow & seep \| Riparian woodland \| Valley & foothill grassland \| Vernal pool \| Wetland |
| Amsinckia lunaris | bent-flowered fiddleneck | Dicots | PDBOR01070 | 64 | 3 | None | None | G2? | S2? | 1B.2 | BLM_S-Sensitive | Cismontane woodland \| Valley & foothill grassland |
| Antrozous pallidus | pallid bat | Mammals | AMACC10010 | 402 | 4 | None | None | G5 | S3 | null | BLM_S-Sensitive \| CDFW_SSC-Species of Special Concern \| IUCN_LC-Least Concern \| USFS_S-Sensitive \| WBWG_H-High Priority | Chaparral \| Coastal scrub \| Desert wash \| Great Basin grassland \| Great Basin scrub \| Mojavean desert scrub \| Riparian woodland \| Sonoran desert scrub \| Upper montane coniferous forest \| Valley & foothill grassland |
| Arctostaphylos andersonii | Anderson's manzanita | Dicots | PDERI04030 | 58 | 1 | None | None | G2 | S2 | 1B.2 | SB_RSABG-Rancho Santa Ana Botanic Garden | Broadleaved upland forest \| Chaparral \| North coast coniferous forest |
| Arctostaphylos franciscana | Franciscan manzanita | Dicots | PDERI040J3 | 4 | 1 | Endangered | None | G1 | S1 | 1B.1 | SB_UCBBG-UC Berkeley Botanical Garden | Chaparral \| Ultramafic |
| Arctostaphylos imbricata | San Bruno Mountain manzanita | Dicots | PDERI040L0 | 3 | 3 | None | Endangered | G1 | S1 | 1B.1 | null | Chaparral \| Coastal scrub |
| Arctostaphylos montana ssp. ravenii | Presidio manzanita | Dicots | PDERI040J2 | 7 | 1 | Endangered | Endangered | G3T1 | S1 | 1B.1 | null | Chaparral \| Coastal prairie \| Coastal scrub \| Ultramafic |
| Arctostaphylos montaraensis | Montara manzanita | Dicots | PDERI042W0 | 4 | 4 | None | None | G1 | S1 | 1B.2 | null | Chaparral \| Coastal scrub |
| Arctostaphylos pacifica | Pacific manzanita | Dicots | PDERI040Z0 | 1 | 1 | None | Endangered | G1 | S1 | 1B.2 | null | Coastal scrub |
| Arctostaphylos regismontana | Kings Mountain manzanita | Dicots | PDERI041C0 | 17 | 15 | None | None | G2 | S2 | 1B.2 | null | Broadleaved upland forest \| Chaparral \| North coast coniferous forest |
| Astragalus pycnostachyus var. | coastal marsh milk-vetch | Dicots | PDFAB0F7B2 | 25 | 2 | None | None | G2T2 | S2 | 1B.2 | BLM_S-Sensitive \| SB_SBBG-Santa Barbara Botanic Garden | Coastal dunes \| Coastal scrub \| Marsh & swamp \| Wetland |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| pycnostachyus | | | | | | | | | | | | |
| Astragalus tener var. tener | alkali milk-vetch | Dicots | PDFAB0F8R1 | 65 | 1 | None | None | G2T2 | S2 | 1B.2 | null | Alkali playa \| Valley & foothill grassland \| Vernal pool \| Wetland |
| Athene cunicularia | burrowing owl | Birds | ABNSB10010 | 1864 | 1 | None | None | G4 | S3 | null | BLM_S-Sensitive \| CDFW_SSC-Species of Special Concern \| IUCN_LC-Least Concern \| USFWS_BCC-Birds of Conservation Concern | Coastal prairie \| Coastal scrub \| Great Basin grassland \| Great Basin scrub \| Mojavean desert scrub \| Sonoran desert scrub \| Valley & foothill grassland |
| Banksula incredula | incredible harvestman | Arachnids | ILARA14100 | 1 | 1 | None | None | G1 | S1 | null | null | Chaparral \| Talus slope |
| Caecidotea tomalensis | Tomales isopod | Crustaceans | ICMAL01220 | 6 | 2 | None | None | G2 | S2 | null | null | Aquatic \| Sacramento/San Joaquin flowing waters \| Sacramento/San Joaquin standing waters |
| Calicina minor | Edgewood blind harvestman | Arachnids | ILARA13020 | 2 | 2 | None | None | G1 | S1 | null | null | Ultramafic \| Valley & foothill grassland |
| Callophrys mossii bayensis | San Bruno elfin butterfly | Insects | IILEPE2202 | 10 | 7 | Endangered | None | G4T1 | S1 | null | XERCES_CI-Critically Imperiled | Valley & foothill grassland |
| Carex comosa | bristly sedge | Monocots | PMCYP032Y0 | 29 | 1 | None | None | G5 | S2 | 2B.1 | null | Freshwater marsh \| Marsh & swamp \| Wetland |
| Centromadia parryi ssp. congdonii | Congdon's tarplant | Dicots | PDAST4R0P1 | 91 | 1 | None | None | G3T2 | S2 | 1B.1 | BLM_S-Sensitive \| SB_RSABG-Rancho Santa Ana Botanic Garden | Valley & foothill grassland |
| Centromadia parryi ssp. parryi | pappose tarplant | Dicots | PDAST4R0P2 | 29 | 1 | None | None | G3T1 | S1 | 1B.2 | BLM_S-Sensitive | Coastal prairie \| Marsh & swamp \| Meadow & seep \| Valley & foothill grassland |
| Charadrius alexandrinus nivosus | western snowy plover | Birds | ABNNB03031 | 121 | 3 | Threatened | None | G3T3 | S2 | null | CDFW_SSC-Species of Special Concern \| NABCI_RWL-Red Watch List \| USFWS_BCC-Birds of Conservation Concern | Great Basin standing waters \| Sand shore \| Wetland |
| Chloropyron maritimum ssp. palustre | Point Reyes salty bird's-beak | Dicots | PDSCR0J0C3 | 68 | 1 | None | None | G4?T2 | S2 | 1B.2 | BLM_S-Sensitive | Marsh & swamp \| Salt marsh \| Wetland |
| Chorizanthe cuspidata var. cuspidata | San Francisco Bay spineflower | Dicots | PDPGN04081 | 17 | 8 | None | None | G2T1 | S1 | 1B.2 | null | Coastal bluff scrub \| Coastal dunes \| Coastal prairie \| Coastal scrub |
| Chorizanthe robusta var. robusta | robust spineflower | Dicots | PDPGN040Q2 | 22 | 2 | Endangered | None | G2T1 | S1 | 1B.1 | BLM_S-Sensitive | Cismontane woodland \| Coastal bluff scrub \| Coastal dunes |
| Cicindela hirticollis gravida | sandy beach tiger beetle | Insects | IICOL02101 | 34 | 1 | None | None | G5T2 | S1 | null | null | Coastal dunes |
| Cirsium andrewsii | Franciscan thistle | Dicots | PDAST2E050 | 27 | 3 | None | None | G3 | S3 | 1B.2 | null | Broadleaved upland forest \| Coastal bluff scrub \| Coastal prairie \| Coastal scrub \| Ultramafic |
| Cirsium fontinale var. fontinale | Crystal Springs fountain thistle | Dicots | PDAST2E161 | 5 | 5 | Endangered | Endangered | G2T1 | S1 | 1B.1 | SB_RSABG-Rancho Santa Ana Botanic Garden | Chaparral \| Meadow & seep \| Ultramafic \| Valley & foothill grassland \| Wetland |
| Cirsium occidentale var. compactum | compact cobwebby thistle | Dicots | PDAST2E1Z1 | 14 | 1 | None | None | G3G4T1 | S1 | 1B.2 | null | Chaparral \| Coastal dunes \| Coastal prairie \| Coastal scrub |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Cirsium praeteriens | lost thistle | Dicots | PDAST2E2B0 | 1 | 1 | None | None | GX | SX | 1A | null | null |
| Collinsia multicolor | San Francisco collinsia | Dicots | PDSCR0H0B0 | 25 | 13 | None | None | G2 | S2 | 1B.2 | SB_RSABG-Rancho Santa Ana Botanic Garden | Closed-cone coniferous forest \| Coastal scrub |
| Corynorhinus townsendii | Townsend's big-eared bat | Mammals | AMACC08010 | 619 | 6 | None | Candidate Threatened | G3G4 | S2 | null | BLM_S-Sensitive \| CDFW_SSC-Species of Special Concern \| IUCN_LC-Least Concern \| USFS_S-Sensitive \| WBWG_H-High Priority | Broadleaved upland forest \| Chaparral \| Chenopod scrub \| Great Basin grassland \| Great Basin scrub \| Joshua tree woodland \| Lower montane coniferous forest \| Meadow & seep \| Mojavean desert scrub \| Riparian forest \| Riparian woodland \| Sonoran desert scrub \| Sonoran thorn woodland \| Upper montane coniferous forest \| Valley & foothill grassland |
| Danaus plexippus pop. 1 | monarch - California overwintering population | Insects | IILEPP2012 | 334 | 4 | None | None | G4T2T3 | S2S3 | null | USFS_S-Sensitive | Closed-cone coniferous forest |
| Dipodomys venustus venustus | Santa Cruz kangaroo rat | Mammals | AMAFD03042 | 14 | 3 | None | None | G4T1 | S1 | null | null | Chaparral |
| Dirca occidentalis | western leatherwood | Dicots | PDTHY03010 | 65 | 15 | None | None | G2 | S2 | 1B.2 | null | Broadleaved upland forest \| Chaparral \| Cismontane woodland \| Closed-cone coniferous forest \| North coast coniferous forest \| Riparian forest \| Riparian woodland |
| Dufourea stagei | Stage's dufourine bee | Insects | IIHYM22010 | 1 | 1 | None | None | G1G2 | S1? | null | null | Coastal scrub |
| Emys marmorata | western pond turtle | Reptiles | ARAAD02030 | 1138 | 15 | None | None | G3G4 | S3 | null | BLM_S-Sensitive \| CDFW_SSC-Species of Special Concern \| IUCN_VU-Vulnerable \| USFS_S-Sensitive | Aquatic \| Artificial flowing waters \| Klamath/North coast flowing waters \| Klamath/North coast standing waters \| Marsh & swamp \| Sacramento/San Joaquin flowing waters \| Sacramento/San Joaquin standing waters \| South coast flowing waters \| South coast standing waters \| Wetland |
| Eriophyllum latilobum | San Mateo woolly sunflower | Dicots | PDAST3N060 | 4 | 2 | Endangered | Endangered | G1 | S1 | 1B.1 | SB_RSABG-Rancho Santa Ana Botanic Garden | Cismontane woodland \| Ultramafic |
| Eryngium aristulatum var. hooveri | Hoover's button-celery | Dicots | PDAPI0Z043 | 16 | 1 | None | None | G5T1 | S1 | 1B.1 | SB_RSABG-Rancho Santa Ana Botanic Garden | Vernal pool \| Wetland |
| Eucyclogobius newberryi | tidewater goby | Fish | AFCQN04010 | 117 | 1 | Endangered | None | G3 | S2S3 | null | AFS_EN-Endangered \| CDFW_SSC-Species of Special Concern \| IUCN_VU-Vulnerable | Aquatic \| Klamath/North coast flowing waters \| Sacramento/San Joaquin flowing waters \| South coast flowing waters |
| Euphydryas editha bayensis | Bay checkerspot butterfly | Insects | IILEPK4055 | 24 | 8 | Threatened | None | G5T1 | S1 | null | XERCES_CI-Critically Imperiled | Coastal dunes \| Ultramafic \| Valley & foothill grassland |
| Falco columbarius | merlin | Birds | ABNKD06030 | 34 | 1 | None | None | G5 | S3S4 | null | CDFW_WL-Watch List \| IUCN_LC-Least Concern | Estuary \| Great Basin grassland \| Valley & foothill grassland |
| Falco peregrinus anatum | American peregrine falcon | Birds | ABNKD06071 | 38 | 1 | Delisted | Delisted | G4T4 | S3S4 | null | CDF_S-Sensitive \| CDFW_FP-Fully Protected \| USFWS_BCC-Birds of Conservation Concern | null |
| Fritillaria biflora var. ineziana | Hillsborough chocolate lily | Monocots | PMLIL0V031 | 2 | 2 | None | None | G1QT1Q | S1 | 1B.1 | null | Cismontane woodland \| Ultramafic \| Valley & foothill grassland |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Fritillaria liliacea | fragrant fritillary | Monocots | PMLIL0V0C0 | 77 | 10 | None | None | G2 | S2 | 1B.2 | USFS_S-Sensitive | Coastal prairie \| Coastal scrub \| Ultramafic \| Valley & foothill grassland |
| Geothlypis trichas sinuosa | saltmarsh common yellowthroat | Birds | ABPBX1201A | 111 | 9 | None | None | G5T2 | S2 | null | CDFW_SSC-Species of Special Concern \| USFWS_BCC-Birds of Conservation Concern | Marsh & swamp |
| Gilia capitata ssp. chamissonis | blue coast gilia | Dicots | PDPLM040B3 | 29 | 3 | None | None | G5T2 | S2 | 1B.1 | null | Coastal dunes \| Coastal scrub |
| Grindelia hirsutula var. maritima | San Francisco gumplant | Dicots | PDAST470D3 | 15 | 9 | None | None | G5T1Q | S1 | 3.2 | null | Coastal bluff scrub \| Coastal scrub \| Ultramafic \| Valley & foothill grassland |
| Helianthella castanea | Diablo helianthella | Dicots | PDAST4M020 | 96 | 2 | None | None | G2 | S2 | 1B.2 | BLM_S-Sensitive | Broadleaved upland forest \| Chaparral \| Cismontane woodland \| Coastal scrub \| Valley & foothill grassland |
| Hemizonia congesta ssp. congesta | congested-headed hayfield tarplant | Dicots | PDAST4R065 | 33 | 2 | None | None | G5T1T2 | S1S2 | 1B.2 | null | Valley & foothill grassland |
| Hesperevax sparsiflora var. brevifolia | short-leaved evax | Dicots | PDASTE5011 | 36 | 2 | None | None | G4T3 | S2 | 1B.2 | BLM_S-Sensitive | Coastal bluff scrub \| Coastal dunes \| Coastal prairie |
| Hesperolinon congestum | Marin western flax | Dicots | PDLIN01060 | 26 | 11 | Threatened | Threatened | G2 | S2 | 1B.1 | SB_RSABG-Rancho Santa Ana Botanic Garden | Chaparral \| Ultramafic \| Valley & foothill grassland |
| Heteranthera dubia | water star-grass | Monocots | PMPON03010 | 9 | 1 | None | None | G5 | S1 | 2B.2 | null | Marsh & swamp |
| Horkelia cuneata var. sericea | Kellogg's horkelia | Dicots | PDROS0W043 | 38 | 3 | None | None | G4T2 | S2? | 1B.1 | USFS_S-Sensitive | Chaparral \| Closed-cone coniferous forest \| Coastal dunes \| Coastal scrub |
| Horkelia marinensis | Point Reyes horkelia | Dicots | PDROS0W0B0 | 26 | 1 | None | None | G2 | S2 | 1B.2 | null | Coastal dunes \| Coastal prairie \| Coastal scrub |
| Hydrochara rickseckeri | Ricksecker's water scavenger beetle | Insects | IICOL5V010 | 13 | 2 | None | None | G2? | S2? | null | null | Aquatic \| Sacramento/San Joaquin flowing waters \| Sacramento/San Joaquin standing waters |
| Hydroporus leechi | Leech's skyline diving beetle | Insects | IICOL55040 | 13 | 1 | None | None | G1? | S1? | null | null | Aquatic |
| Ischnura gemina | San Francisco forktail damselfly | Insects | IIODO72010 | 7 | 4 | None | None | G2 | S2 | null | IUCN_VU-Vulnerable | null |
| Lasiurus cinereus | hoary bat | Mammals | AMACC05030 | 235 | 11 | None | None | G5 | S4 | null | IUCN_LC-Least Concern \| WBWG_M-Medium Priority | Broadleaved upland forest \| Cismontane woodland \| Lower montane coniferous forest \| North coast coniferous forest |
| Laterallus jamaicensis coturniculus | California black rail | Birds | ABNME03041 | 241 | 3 | None | Threatened | G3G4T1 | S1 | null | BLM_S-Sensitive \| CDFW_FP-Fully Protected \| IUCN_NT-Near Threatened \| NABCI_RWL-Red Watch List \| USFWS_BCC-Birds of Conservation Concern | Brackish marsh \| Freshwater marsh \| Marsh & swamp \| Salt marsh \| Wetland |
| Layia carnosa | beach layia | Dicots | PDAST5N010 | 23 | 1 | Endangered | Endangered | G2 | S2 | 1B.1 | SB_RSABG-Rancho Santa Ana Botanic Garden | Coastal dunes \| Coastal scrub |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Leptosiphon croceus | coast yellow leptosiphon | Dicots | PDPLM09170 | 4 | 2 | None | None | G1 | S1 | 1B.1 | SB_UCBBG-UC Berkeley Botanical Garden | Coastal bluff scrub \| Coastal prairie |
| Leptosiphon rosaceus | rose leptosiphon | Dicots | PDPLM09180 | 31 | 4 | None | None | G1 | S1 | 1B.1 | null | Coastal bluff scrub |
| Lessingia arachnoidea | Crystal Springs lessingia | Dicots | PDAST5S0C0 | 11 | 8 | None | None | G1 | S1 | 1B.2 | SB_RSABG-Rancho Santa Ana Botanic Garden | Cismontane woodland \| Coastal scrub \| Ultramafic \| Valley & foothill grassland |
| Lessingia germanorum | San Francisco lessingia | Dicots | PDAST5S010 | 5 | 2 | Endangered | Endangered | G1 | S1 | 1B.1 | null | Coastal scrub |
| Lichnanthe ursina | bumblebee scarab beetle | Insects | IICOL67020 | 8 | 2 | None | None | G2 | S2 | null | null | Coastal dunes |
| Limnanthes douglasii ssp. ornduffii | Ornduff's meadowfoam | Dicots | PDLIM02039 | 2 | 2 | None | None | G4T1 | S1 | 1B.1 | null | Meadow & seep |
| Malacothamnus aboriginum | Indian Valley bush-mallow | Dicots | PDMAL0Q020 | 40 | 1 | None | None | G2 | S2 | 1B.2 | BLM_S-Sensitive \| SB_RSABG-Rancho Santa Ana Botanic Garden | Chaparral \| Cismontane woodland |
| Malacothamnus arcuatus | arcuate bush-mallow | Dicots | PDMAL0Q0E0 | 25 | 10 | None | None | G1Q | S1 | 1B.2 | null | Chaparral \| Cismontane woodland |
| Malacothamnus davidsonii | Davidson's bush-mallow | Dicots | PDMAL0Q040 | 56 | 3 | None | None | G2 | S2 | 1B.2 | null | Chaparral \| Cismontane woodland \| Coastal scrub \| Riparian woodland |
| Malacothamnus hallii | Hall's bush-mallow | Dicots | PDMAL0Q0F0 | 37 | 2 | None | None | G2Q | S2 | 1B.2 | BLM_S-Sensitive | Chaparral \| Ultramafic |
| Melospiza melodia pusillula | Alameda song sparrow | Birds | ABPBXA301S | 38 | 10 | None | None | G5T2? | S2? | null | CDFW_SSC-Species of Special Concern \| USFWS_BCC-Birds of Conservation Concern | Salt marsh |
| Microcina edgewoodensis | Edgewood Park micro-blind harvestman | Arachnids | ILARA47010 | 1 | 1 | None | None | G1 | S1 | null | null | Ultramafic \| Valley & foothill grassland |
| Monardella sinuata ssp. nigrescens | northern curly-leaved monardella | Dicots | PDLAM18162 | 25 | 1 | None | None | G3T2 | S2 | 1B.2 | null | Chaparral \| Coastal dunes \| Coastal scrub \| Lower montane coniferous forest |
| Monolopia gracilens | woodland woollythreads | Dicots | PDAST6G010 | 51 | 7 | None | None | G2G3 | S2S3 | 1B.2 | null | Broadleaved upland forest \| Chaparral \| Cismontane woodland \| North coast coniferous forest \| Ultramafic \| Valley & foothill grassland |
| Mylopharodon conocephalus | hardhead | Fish | AFCJB25010 | 32 | 1 | None | None | G3 | S3 | null | CDFW_SSC-Species of Special Concern \| USFS_S-Sensitive | Klamath/North coast flowing waters \| Sacramento/San Joaquin flowing waters |
| Myotis thysanodes | fringed myotis | Mammals | AMACC01090 | 83 | 1 | None | None | G4 | S3 | null | BLM_S-Sensitive \| IUCN_LC-Least Concern \| USFS_S-Sensitive \| WBWG_H-High Priority | null |
| Neotoma fuscipes annectens | San Francisco dusky-footed woodrat | Mammals | AMAFF08082 | 11 | 3 | None | None | G5T2T3 | S2S3 | null | CDFW_SSC-Species of Special Concern | Chaparral \| Redwood |
| Northern Coastal Salt Marsh | Northern Coastal Salt Marsh | Marsh | CTT52110CA | 53 | 5 | None | None | G3 | S3.2 | null | null | Marsh & swamp \| Wetland |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Northern Maritime Chaparral | Northern Maritime Chaparral | Scrub | CTT37C10CA | 17 | 2 | None | None | G1 | S1.2 | null | null | Chaparral |
| Nyctinomops macrotis | big free-tailed bat | Mammals | AMACD04020 | 32 | 1 | None | None | G5 | S3 | null | CDFW_SSC-Species of Special Concern \| IUCN_LC-Least Concern \| WBWG_MH-Medium-High Priority | null |
| Oncorhynchus mykiss irideus | steelhead - central California coast DPS | Fish | AFCHA0209G | 38 | 4 | Threatened | None | G5T2T3Q | S2S3 | null | AFS_TH-Threatened | Aquatic \| Sacramento/San Joaquin flowing waters |
| Pentachaeta bellidiflora | white-rayed pentachaeta | Dicots | PDAST6X030 | 14 | 4 | Endangered | Endangered | G1 | S1 | 1B.1 | SB_UCBBG-UC Berkeley Botanical Garden | Ultramafic \| Valley & foothill grassland |
| Phalacrocorax auritus | double-crested cormorant | Birds | ABNFD01020 | 37 | 3 | None | None | G5 | S4 | null | CDFW_WL-Watch List \| IUCN_LC-Least Concern | Riparian forest \| Riparian scrub \| Riparian woodland |
| Plagiobothrys chorisianus var. chorisianus | Choris' popcornflower | Dicots | PDBOR0V061 | 40 | 6 | None | None | G3T2Q | S2 | 1B.2 | null | Chaparral \| Coastal prairie \| Coastal scrub |
| Plebejus icarioides missionensis | Mission blue butterfly | Insects | IILEPG801A | 14 | 13 | Endangered | None | G5T1 | S1 | null | XERCES_CI-Critically Imperiled | Coastal prairie |
| Polemonium carneum | Oregon polemonium | Dicots | PDPLM0E050 | 16 | 1 | None | None | G3G4 | S2 | 2B.2 | null | Coastal prairie \| Coastal scrub \| Lower montane coniferous forest |
| Potentilla hickmanii | Hickman's cinquefoil | Dicots | PDROS1B0U0 | 5 | 2 | Endangered | Endangered | G1 | S1 | 1B.1 | null | Closed-cone coniferous forest \| Coastal bluff scrub \| Freshwater marsh \| Marsh & swamp \| Meadow & seep \| Wetland |
| Rallus longirostris obsoletus | California clapper rail | Birds | ABNME05016 | 94 | 9 | Endangered | Endangered | G5T1 | S1 | null | CDFW_FP-Fully Protected \| NABCI_RWL-Red Watch List | Brackish marsh \| Marsh & swamp \| Salt marsh \| Wetland |
| Rana draytonii | California red-legged frog | Amphibians | AAABH01022 | 1339 | 54 | Threatened | None | G2G3 | S2S3 | null | CDFW_SSC-Species of Special Concern \| IUCN_VU-Vulnerable | Aquatic \| Artificial flowing waters \| Artificial standing waters \| Freshwater marsh \| Marsh & swamp \| Riparian forest \| Riparian scrub \| Riparian woodland \| Sacramento/San Joaquin flowing waters \| Sacramento/San Joaquin standing waters \| South coast flowing waters \| South coast standing waters \| Wetland |
| Reithrodontomys raviventris | salt-marsh harvest mouse | Mammals | AMAFF02040 | 130 | 4 | Endangered | Endangered | G1G2 | S1S2 | null | CDFW_FP-Fully Protected \| IUCN_EN-Endangered | Marsh & swamp \| Wetland |
| Riparia riparia | bank swallow | Birds | ABPAU08010 | 296 | 3 | None | Threatened | G5 | S2 | null | BLM_S-Sensitive \| IUCN_LC-Least Concern | Riparian scrub \| Riparian woodland |
| Sanicula maritima | adobe sanicle | Dicots | PDAPI1Z0D0 | 16 | 1 | None | Rare | G2 | S2 | 1B.1 | USFS_S-Sensitive | Chaparral \| Coastal prairie \| Meadow & seep \| Ultramafic \| Valley & foothill grassland |
| Serpentine Bunchgrass | Serpentine Bunchgrass | Herbaceous | CTT42130CA | 22 | 5 | None | None | G2 | S2.2 | null | null | Valley & foothill grassland |
| Silene verecunda ssp. verecunda | San Francisco campion | Dicots | PDCAR0U213 | 11 | 4 | None | None | G5T2 | S2 | 1B.2 | null | Chaparral \| Coastal bluff scrub \| Coastal prairie \| Coastal scrub \| Ultramafic \| Valley & foothill grassland |
| Sorex vagrans halicoetes | salt-marsh wandering shrew | Mammals | AMABA01071 | 12 | 1 | None | None | G5T1 | S1 | null | CDFW_SSC-Species of Special Concern | Marsh & swamp \| Wetland |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Speyeria callippe callippe | callippe silverspot butterfly | Insects | IILEPJ6091 | 8 | 6 | Endangered | None | G5T1 | S1 | null | XERCES_CI-Critically Imperiled | Coastal scrub |
| Speyeria zerene myrtleae | Myrtle's silverspot butterfly | Insects | IILEPJ608C | 17 | 2 | Endangered | None | G5T1 | S1 | null | XERCES_CI-Critically Imperiled | Coastal dunes |
| Spirinchus thaleichthys | longfin smelt | Fish | AFCHB03010 | 45 | 2 | Candidate | Threatened | G5 | S1 | null | CDFW_SSC-Species of Special Concern | Aquatic \| Estuary |
| Sternula antillarum browni | California least tern | Birds | ABNNM08103 | 67 | 1 | Endangered | Endangered | G4T2T3Q | S2 | null | CDFW_FP-Fully Protected \| NABCI_RWL-Red Watch List | Alkali playa \| Wetland |
| Stuckenia filiformis ssp. alpina | slender-leaved pondweed | Monocots | PMPOT03091 | 21 | 1 | None | None | G5T5 | S3 | 2B.2 | null | Marsh & swamp \| Wetland |
| Taxidea taxus | American badger | Mammals | AMAJF04010 | 476 | 3 | None | None | G5 | S3 | null | CDFW_SSC-Species of Special Concern \| IUCN_LC-Least Concern | Alkali marsh \| Alkali playa \| Alpine \| Alpine dwarf scrub \| Bog & fen \| Brackish marsh \| Broadleaved upland forest \| Chaparral \| Chenopod scrub \| Cismontane woodland \| Closed-cone coniferous forest \| Coastal bluff scrub \| Coastal dunes \| Coastal prairie \| Coastal scrub \| Desert dunes \| Desert wash \| Freshwater marsh \| Great Basin grassland \| Great Basin scrub \| Interior dunes \| Ione formation \| Joshua tree woodland \| Limestone \| Lower montane coniferous forest \| Marsh & swamp \| Meadow & seep \| Mojavean desert scrub \| Montane dwarf scrub \| North coast coniferous forest \| Oldgrowth \| Pavement plain \| Redwood \| Riparian forest \| Riparian scrub \| Riparian woodland \| Salt marsh \| Sonoran desert scrub \| Sonoran thorn woodland \| Ultramafic \| Upper montane coniferous forest \| Upper Sonoran scrub \| Valley & foothill grassland |
| Thamnophis sirtalis tetrataenia | San Francisco garter snake | Reptiles | ARADB3613B | 67 | 26 | Endangered | Endangered | G5T2Q | S2 | null | CDFW_FP-Fully Protected | Artificial standing waters \| Marsh & swamp \| Sacramento/San Joaquin standing waters \| Wetland |
| Trachusa gummifera | San Francisco Bay Area leaf-cutter bee | Insects | IIHYM80010 | 2 | 1 | None | None | G1 | S1 | null | null | null |
| Trifolium amoenum | showy rancheria clover | Dicots | PDFAB40040 | 26 | 2 | Endangered | None | G1 | S1 | 1B.1 | SB_RSABG-Rancho Santa Ana Botanic Garden \| SB_USDA-US Dept of Agriculture | Coastal bluff scrub \| Ultramafic \| Valley & foothill grassland |
| Trifolium hydrophilum | saline clover | Dicots | PDFAB400R5 | 49 | 1 | None | None | G2 | S2 | 1B.2 | null | Marsh & swamp \| Valley & foothill grassland \| Vernal pool \| Wetland |
| Triphysaria floribunda | San Francisco owl's-clover | Dicots | PDSCR2T010 | 41 | 7 | None | None | G2 | S2 | 1B.2 | null | Coastal prairie \| Coastal scrub \| Ultramafic \| Valley & foothill grassland |
| Triquetrella californica | coastal triquetrella | Bryophytes | NBMUS7S010 | 13 | 3 | None | None | G1 | S1 | 1B.2 | USFS_S-Sensitive | Coastal bluff scrub \| Coastal scrub \| Valley & foothill grassland |
| Usnea longissima | Methuselah's beard lichen | Lichens | NLLEC5P420 | 206 | 1 | None | None | G4 | S4 | 4.2 | BLM_S-Sensitive | Broadleaved upland forest \| North coast coniferous forest \| Oldgrowth \| Redwood |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Valley Needlegrass Grassland | Valley Needlegrass Grassland | Herbaceous | CTT42110CA | 45 | 1 | None | None | G3 | S3.1 | null | null | Valley & foothill grassland |
| Valley Oak Woodland | Valley Oak Woodland | Woodland | CTT71130CA | 91 | 1 | None | None | G3 | S2.1 | null | null | Cismontane woodland |

# Inventory of Rare and Endangered Plants - 7th edition

interface
v7-15apr 4-6-15

**Status:** search results - Wed, Apr. 15, 2015 01:27 ET c

{QUADS_123} =~m/448C/ Search

**Tip:** `+Lathyrus +"coastal dunes"` returns only those Lathyrus in coastal dunes. Note the "+" and quotes.[all tips and help.][search history]

**Your Quad Selection:** Montara Mountain (448C) 3712254

**Hits 1 to 35 of 35**

**Requests that specify topo quads will return only Lists 1-3.**

To save selected records for later study, click the ADD button.

ADD checked items to Plant Press | check all | check none

Selections will appear in a new window.

| open | save | hits | scientific | common | family | CNPS |
|---|---|---|---|---|---|---|
| | | 1 | **Allium peninsulare var. franciscanum** | Franciscan onion | Alliaceae | List 1B.2 |
| | | 1 | **Amsinckia lunaris** | bent-flowered fiddleneck | Boraginaceae | List 1B.2 |
| | | 1 | **Arctostaphylos montaraensis** | Montara manzanita | Ericaceae | List 1B.2 |
| | | 1 | **Arctostaphylos regismontana** | Kings Mountain manzanita | Ericaceae | List 1B.2 |
| | | 1 | **Astragalus pycnostachyus var. pycnostachyus** | coastal marsh milk-vetch | Fabaceae | List 1B.2 |
| | | 1 | **Centromadia parryi ssp. parryi** | pappose tarplant | Asteraceae | List 1B.2 |
| | | 1 | **Chorizanthe cuspidata var. cuspidata** | San Francisco Bay spineflower | Polygonaceae | List 1B.2 |
| | | 1 | **Cirsium andrewsii** | Franciscan thistle | Asteraceae | List 1B.2 |
| | | 1 | **Collinsia multicolor** | San Francisco collinsia | Plantaginaceae | List 1B.2 |
| | | 1 | **Dirca occidentalis** | western leatherwood | Thymelaeaceae | List 1B.2 |
| | | 1 | **Eriophyllum latilobum** | San Mateo woolly sunflower | Asteraceae | List 1B.1 |
| | | 1 | **Fritillaria biflora var. ineziana** | Hillsborough chocolate lily | Liliaceae | List 1B.1 |
| | | 1 | **Fritillaria lanceolata var. tristulis** | Marin checker lily | Liliaceae | List 1B.1 |
| | | 1 | **Fritillaria liliacea** | fragrant fritillary | Liliaceae | List 1B.2 |
| | | 1 | **Grindelia hirsutula var. maritima** | San Francisco gumplant | Asteraceae | List 3.2 |
| | | 1 | **Hesperevax sparsiflora var. brevifolia** | short-leaved evax | Asteraceae | List 1B.2 |

| | | | | | | |
|---|---|---|---|---|---|---|
| | ☐ | 1 | **Horkelia marinensis** | Point Reyes horkelia | Rosaceae | List 1B.2 |
| | ☐ | 1 | **Leptosiphon croceus** | coast yellow leptosiphon | Polemoniaceae | List 1B.1 |
| | ☐ | 1 | **Leptosiphon rosaceus** | rose leptosiphon | Polemoniaceae | List 1B.1 |
| | ☐ | 1 | **Lessingia arachnoidea** | Crystal Springs lessingia | Asteraceae | List 1B.2 |
| | ☐ | 1 | **Lessingia hololeuca** | woolly-headed lessingia | Asteraceae | List 3 |
| | ☐ | 1 | **Limnanthes douglasii ssp. ornduffii** | Ornduff's meadowfoam | Limnanthaceae | List 1B.1 |
| | ☐ | 1 | **Lupinus arboreus var. eximius** | San Mateo tree lupine | Fabaceae | List 3.2 |
| | ☐ | 1 | **Malacothamnus aboriginum** | Indian Valley bush-mallow | Malvaceae | List 1B.2 |
| | ☐ | 1 | **Malacothamnus arcuatus** | arcuate bush-mallow | Malvaceae | List 1B.2 |
| | ☐ | 1 | **Malacothamnus davidsonii** | Davidson's bush-mallow | Malvaceae | List 1B.2 |
| | ☐ | 1 | **Malacothamnus hallii** | Hall's bush-mallow | Malvaceae | List 1B.2 |
| | ☐ | 1 | **Monolopia gracilens** | woodland woolythreads | Asteraceae | List 1B.2 |
| | ☐ | 1 | **Pentachaeta bellidiflora** | white-rayed pentachaeta | Asteraceae | List 1B.1 |
| | ☐ | 1 | **Plagiobothrys chorisianus var. chorisianus** | Choris' popcorn-flower | Boraginaceae | List 1B.2 |
| | ☐ | 1 | **Polemonium carneum** | Oregon polemonium | Polemoniaceae | List 2B.2 |
| | ☐ | 1 | **Potentilla hickmanii** | Hickman's cinquefoil | Rosaceae | List 1B.1 |
| | ☐ | 1 | **Silene verecunda ssp. verecunda** | San Francisco campion | Caryophyllaceae | List 1B.2 |
| | ☐ | 1 | **Triphysaria floribunda** | San Francisco owl's-clover | Orobanchaceae | List 1B.2 |
| | ☐ | 1 | **Triquetrella californica** | coastal triquetrella | Pottiaceae | List 1B.2 |

To save selected records for later study, click the ADD button.

ADD checked items to Plant Press | check all | check none

Selections will appear in a new window.

No more hits.

# Inventory of Rare and Endangered Plants - 7th edition

interface
v7-15apr 4-6-15

**Status:** search results - Wed, Apr. 15, 2015 01:39 ET c

{QUADS_123} =~m/428B/ Search

**Tip:** Terms prefixed by "+" are required, and by "-" excluded.[all tips and help.][search history]

**Your Quad Selection:** Palo Alto (428B) 3712242

**Hits 1 to 20 of 20**

**Requests that specify topo quads will return only Lists 1-3.**

To save selected records for later study, click the ADD button.

ADD checked items to Plant Press | check all | check none

Selections will appear in a new window.

| open | save | hits | scientific | common | family | CNPS |
|---|---|---|---|---|---|---|
| | ☐ | 1 | **Acanthomintha duttonii** | San Mateo thorn-mint | Lamiaceae | List 1B.1 |
| | ☐ | 1 | **Allium peninsulare var. franciscanum** | Franciscan onion | Alliaceae | List 1B.2 |
| | ☐ | 1 | **Arctostaphylos regismontana** | Kings Mountain manzanita | Ericaceae | List 1B.2 |
| | ☐ | 1 | **Centromadia parryi ssp. congdonii** | Congdon's tarplant | Asteraceae | List 1B.1 |
| | ☐ | 1 | **Cirsium fontinale var. fontinale** | Crystal Springs fountain thistle | Asteraceae | List 1B.1 |
| | ☐ | 1 | **Cirsium praeteriens** | lost thistle | Asteraceae | List 1A |
| | ☐ | 1 | **Collinsia multicolor** | San Francisco collinsia | Plantaginaceae | List 1B.2 |
| | ☐ | 1 | **Dirca occidentalis** | western leatherwood | Thymelaeaceae | List 1B.2 |
| | ☐ | 1 | **Eryngium aristulatum var. hooveri** | Hoover's button-celery | Apiaceae | List 1B.1 |
| | ☐ | 1 | **Fritillaria liliacea** | fragrant fritillary | Liliaceae | List 1B.2 |
| | ☐ | 1 | **Hesperolinon congestum** | Marin western flax | Linaceae | List 1B.1 |
| | ☐ | 1 | **Lessingia hololeuca** | woolly-headed lessingia | Asteraceae | List 3 |
| | ☐ | 1 | **Malacothamnus arcuatus** | arcuate bush-mallow | Malvaceae | List 1B.2 |
| | ☐ | 1 | **Malacothamnus davidsonii** | Davidson's bush-mallow | Malvaceae | List 1B.2 |
| | ☐ | 1 | **Micropus amphibolus** | Mt. Diablo cottonweed | Asteraceae | List 3.2 |
| | ☐ | 1 | **Monolopia gracilens** | woodland woolythreads | Asteraceae | List 1B.2 |

| | | | | | | |
|---|---|---|---|---|---|---|
| | ☐ | 1 | **Plagiobothrys chorisianus var. chorisianus** | Choris' popcorn-flower | Boraginaceae | List 1B.2 |
| | ☐ | 1 | **Stuckenia filiformis ssp. alpina** | slender-leaved pondweed | Potamogetonaceae | List 2B.2 |
| | ☐ | 1 | **Trifolium amoenum** | two-fork clover | Fabaceae | List 1B.1 |
| | ☐ | 1 | **Tropidocarpum capparideum** | caper-fruited tropidocarpum | Brassicaceae | List 1B.1 |

To save selected records for later study, click the ADD button.

ADD checked items to Plant Press | check all | check none

Selections will appear in a new window.

No more hits.

# Inventory of Rare and Endangered Plants - 7th edition

interface
v7-15apr 4-6-15

**Status:** search results - Wed, Apr. 15, 2015 01:34 ET c

{QUADS_123} =~m/448D/ Search

**Tip:** `+Lathyrus +"coastal dunes"` returns only those Lathyrus in coastal dunes. Note the "+" and quotes.[all tips and help.][search history]

**Your Quad Selection:** San Mateo (448D) 3712253

**Hits 1 to 26 of 26**

**Requests that specify topo quads will return only Lists 1-3.**

To save selected records for later study, click the ADD button.

ADD checked items to Plant Press | check all | check none

Selections will appear in a new window.

| open | save | hits | scientific | common | family | CNPS |
|---|---|---|---|---|---|---|
| | ☐ | 1 | **Acanthomintha duttonii** | San Mateo thorn-mint | Lamiaceae | List 1B.1 |
| | ☐ | 1 | **Allium peninsulare var. franciscanum** | Franciscan onion | Alliaceae | List 1B.2 |
| | ☐ | 1 | **Amsinckia lunaris** | bent-flowered fiddleneck | Boraginaceae | List 1B.2 |
| | ☐ | 1 | **Arctostaphylos montaraensis** | Montara manzanita | Ericaceae | List 1B.2 |
| | ☐ | 1 | **Astragalus pycnostachyus var. pycnostachyus** | coastal marsh milk-vetch | Fabaceae | List 1B.2 |
| | ☐ | 1 | **Chloropyron maritimum ssp. palustre** | Point Reyes bird's-beak | Orobanchaceae | List 1B.2 |
| | ☐ | 1 | **Chorizanthe cuspidata var. cuspidata** | San Francisco Bay spineflower | Polygonaceae | List 1B.2 |
| | ☐ | 1 | **Cirsium fontinale var. fontinale** | Crystal Springs fountain thistle | Asteraceae | List 1B.1 |
| | ☐ | 1 | **Collinsia multicolor** | San Francisco collinsia | Plantaginaceae | List 1B.2 |
| | ☐ | 1 | **Dirca occidentalis** | western leatherwood | Thymelaeaceae | List 1B.2 |
| | ☐ | 1 | **Eriophyllum latilobum** | San Mateo woolly sunflower | Asteraceae | List 1B.1 |
| | ☐ | 1 | **Fritillaria biflora var. ineziana** | Hillsborough chocolate lily | Liliaceae | List 1B.1 |
| | ☐ | 1 | **Fritillaria liliacea** | fragrant fritillary | Liliaceae | List 1B.2 |
| | ☐ | 1 | **Hesperevax sparsiflora var. brevifolia** | short-leaved evax | Asteraceae | List 1B.2 |
| | ☐ | 1 | **Hesperolinon congestum** | Marin western flax | Linaceae | List 1B.1 |
| | ☐ | 1 | **Lessingia arachnoidea** | Crystal Springs lessingia | Asteraceae | List 1B.2 |

| | | | | | | |
|---|---|---|---|---|---|---|
| | ☐ | 1 | **Lilium maritimum** | coast lily | Liliaceae | List 1B.1 |
| | ☐ | 1 | **Lupinus arboreus var. eximius** | San Mateo tree lupine | Fabaceae | List 3.2 |
| | ☐ | 1 | **Malacothamnus arcuatus** | arcuate bush-mallow | Malvaceae | List 1B.2 |
| | ☐ | 1 | **Malacothamnus davidsonii** | Davidson's bush-mallow | Malvaceae | List 1B.2 |
| | ☐ | 1 | **Malacothamnus hallii** | Hall's bush-mallow | Malvaceae | List 1B.2 |
| | ☐ | 1 | **Monolopia gracilens** | woodland woolythreads | Asteraceae | List 1B.2 |
| | ☐ | 1 | **Pentachaeta bellidiflora** | white-rayed pentachaeta | Asteraceae | List 1B.1 |
| | ☐ | 1 | **Polemonium carneum** | Oregon polemonium | Polemoniaceae | List 2B.2 |
| | ☐ | 1 | **Trifolium hydrophilum** | saline clover | Fabaceae | List 1B.2 |
| | ☐ | 1 | **Triphysaria floribunda** | San Francisco owl's-clover | Orobanchaceae | List 1B.2 |

To save selected records for later study, click the ADD button.

ADD checked items to Plant Press | check all | check none

Selections will appear in a new window.

No more hits.

# Inventory of Rare and Endangered Plants - 7th edition

interface
v7-15apr 4-6-15

**Status:** search results - Wed, Apr. 15, 2015 01:32 ET c

{QUADS_123} =~m/448B/ Search

**Tip:** `Lathyrus Astragalus` returns species from both genera.[all tips and help.][search history]

**Your Quad Selection:** San Francisco South (448B) 3712264

**Hits 1 to 31 of 31**

**Requests that specify topo quads will return only Lists 1-3.**

To save selected records for later study, click the ADD button.

ADD checked items to Plant Press | check all | check none

Selections will appear in a new window.

| open | save | hits | scientific | common | family | CNPS |
|---|---|---|---|---|---|---|
| | ☐ | 1 | **Amsinckia lunaris** | bent-flowered fiddleneck | Boraginaceae | List 1B.2 |
| | ☐ | 1 | **Arctostaphylos franciscana** | Franciscan manzanita | Ericaceae | List 1B.1 |
| | ☐ | 1 | **Arctostaphylos imbricata** | San Bruno Mountain manzanita | Ericaceae | List 1B.1 |
| | ☐ | 1 | **Arctostaphylos montana ssp. ravenii** | Presidio manzanita | Ericaceae | List 1B.1 |
| | ☐ | 1 | **Arctostaphylos montaraensis** | Montara manzanita | Ericaceae | List 1B.2 |
| | ☐ | 1 | **Arctostaphylos pacifica** | Pacific manzanita | Ericaceae | List 1B.2 |
| | ☐ | 1 | **Astragalus tener var. tener** | alkali milk-vetch | Fabaceae | List 1B.2 |
| | ☐ | 1 | **Centromadia parryi ssp. parryi** | pappose tarplant | Asteraceae | List 1B.2 |
| | ☐ | 1 | **Chorizanthe cuspidata var. cuspidata** | San Francisco Bay spineflower | Polygonaceae | List 1B.2 |
| | ☐ | 1 | **Chorizanthe robusta var. robusta** | robust spineflower | Polygonaceae | List 1B.1 |
| | ☐ | 1 | **Cirsium andrewsii** | Franciscan thistle | Asteraceae | List 1B.2 |
| | ☐ | 1 | **Cirsium occidentale var. compactum** | compact cobwebby thistle | Asteraceae | List 1B.2 |
| | ☐ | 1 | **Collinsia multicolor** | San Francisco collinsia | Plantaginaceae | List 1B.2 |
| | ☐ | 1 | **Equisetum palustre** | marsh horsetail | Equisetaceae | List 3 |
| | ☐ | 1 | **Fritillaria liliacea** | fragrant fritillary | Liliaceae | List 1B.2 |
| | ☐ | 1 | **Gilia capitata ssp. chamissonis** | blue coast gilia | Polemoniaceae | List 1B.1 |

| | | | | | | |
|---|---|---|---|---|---|---|
| | ☐ | 1 | **Grindelia hirsutula var. maritima** | San Francisco gumplant | Asteraceae | List 3.2 |
| | ☐ | 1 | **Helianthella castanea** | Diablo helianthella | Asteraceae | List 1B.2 |
| | ☐ | 1 | **Hemizonia congesta ssp. congesta** | congested-headed hayfield tarplant | Asteraceae | List 1B.2 |
| | ☐ | 1 | **Hesperevax sparsiflora var. brevifolia** | short-leaved evax | Asteraceae | List 1B.2 |
| | ☐ | 1 | **Heteranthera dubia** | water star-grass | Pontederiaceae | List 2B.2 |
| | ☐ | 1 | **Horkelia cuneata var. sericea** | Kellogg's horkelia | Rosaceae | List 1B.1 |
| | ☐ | 1 | **Lessingia germanorum** | San Francisco lessingia | Asteraceae | List 1B.1 |
| | ☐ | 1 | **Malacothamnus arcuatus** | arcuate bush-mallow | Malvaceae | List 1B.2 |
| | ☐ | 1 | **Monardella sinuata ssp. nigrescens** | northern curly-leaved monardella | Lamiaceae | List 1B.2 |
| | ☐ | 1 | **Pentachaeta bellidiflora** | white-rayed pentachaeta | Asteraceae | List 1B.1 |
| | ☐ | 1 | **Plagiobothrys chorisianus var. chorisianus** | Choris' popcorn-flower | Boraginaceae | List 1B.2 |
| | ☐ | 1 | **Silene verecunda ssp. verecunda** | San Francisco campion | Caryophyllaceae | List 1B.2 |
| | ☐ | 1 | **Trifolium amoenum** | two-fork clover | Fabaceae | List 1B.1 |
| | ☐ | 1 | **Triphysaria floribunda** | San Francisco owl's-clover | Orobanchaceae | List 1B.2 |
| | ☐ | 1 | **Triquetrella californica** | coastal triquetrella | Pottiaceae | List 1B.2 |

To save selected records for later study, click the ADD button.

ADD checked items to Plant Press | check all | check none

Selections will appear in a new window.

No more hits.

# Inventory of Rare and Endangered Plants - 7th edition

interface
v7-15apr 4-6-15

**Status:** search results - Wed, Apr. 15, 2015 01:37 ET c

{QUADS_123} =~m/429A/ Search

**Tip:** `CNPS_LIST:"List 3"` (note the field name) returns only taxa on List 3. `"List 3"` by itself, matches the phrase wherever found. Browse the list of **field names**.[all tips and help.][search history]

**Your Quad Selection:** Woodside (429A) 3712243

**Hits 1 to 20 of 20**

**Requests that specify topo quads will return only Lists 1-3.**

To save selected records for later study, click the ADD button.

ADD checked items to Plant Press | check all | check none

Selections will appear in a new window.

| open | save | hits | scientific | common | family | CNPS |
|---|---|---|---|---|---|---|
| | ☐ | 1 | **Acanthomintha duttonii** | San Mateo thorn-mint | Lamiaceae | List 1B.1 |
| | ☐ | 1 | **Allium peninsulare var. franciscanum** | Franciscan onion | Alliaceae | List 1B.2 |
| | ☐ | 1 | **Arctostaphylos andersonii** | Anderson's manzanita | Ericaceae | List 1B.2 |
| | ☐ | 1 | **Arctostaphylos regismontana** | Kings Mountain manzanita | Ericaceae | List 1B.2 |
| | ☐ | 1 | **Astragalus pycnostachyus var. pycnostachyus** | coastal marsh milk-vetch | Fabaceae | List 1B.2 |
| | ☐ | 1 | **Cirsium fontinale var. fontinale** | Crystal Springs fountain thistle | Asteraceae | List 1B.1 |
| | ☐ | 1 | **Collinsia multicolor** | San Francisco collinsia | Plantaginaceae | List 1B.2 |
| | ☐ | 1 | **Dirca occidentalis** | western leatherwood | Thymelaeaceae | List 1B.2 |
| | ☐ | 1 | **Fritillaria liliacea** | fragrant fritillary | Liliaceae | List 1B.2 |
| | ☐ | 1 | **Hesperolinon congestum** | Marin western flax | Linaceae | List 1B.1 |
| | ☐ | 1 | **Lessingia arachnoidea** | Crystal Springs lessingia | Asteraceae | List 1B.2 |
| | ☐ | 1 | **Lessingia hololeuca** | woolly-headed lessingia | Asteraceae | List 3 |
| | ☐ | 1 | **Lupinus arboreus var. eximius** | San Mateo tree lupine | Fabaceae | List 3.2 |
| | ☐ | 1 | **Malacothamnus arcuatus** | arcuate bush-mallow | Malvaceae | List 1B.2 |
| | ☐ | 1 | **Malacothamnus davidsonii** | Davidson's bush-mallow | Malvaceae | List 1B.2 |
| | ☐ | 1 | **Monolopia gracilens** | woodland woolythreads | Asteraceae | List 1B.2 |

| | | | | | | |
|---|---|---|---|---|---|---|
| | ☐ | 1 | **Pedicularis dudleyi** | Dudley's lousewort | Orobanchaceae | List 1B.2 |
| | ☐ | 1 | **Pentachaeta bellidiflora** | white-rayed pentachaeta | Asteraceae | List 1B.1 |
| | ☐ | 1 | **Plagiobothrys chorisianus var. chorisianus** | Choris' popcorn-flower | Boraginaceae | List 1B.2 |
| | ☐ | 1 | **Silene verecunda ssp. verecunda** | San Francisco campion | Caryophyllaceae | List 1B.2 |

To save selected records for later study, click the ADD button.

ADD checked items to Plant Press | check all | check none

Selections will appear in a new window.

No more hits.

Appendix D

# Cultural Resources Background Information and Documentation

**Appendix D-1:** Regional Background Conditions

**Appendix D-2:** CSM Photographic Record

**Appendix D-3:** Previous DPR Form

**Appendix D-4:** Native American Correspondence

# Regional Background Conditions

This appendix summarizes prehistoric, ethnographic, geoarchaeological, and historical contexts of the Project site and surrounding lands. This summary of the regional conditions is based on previous reports and other secondary sources.

# Prehistoric Setting

This appendix summarizes prehistoric, ethnographic, geoarchaeological, and historical contexts of the Project site and surrounding lands. This summary of the regional conditions is based on previous reports and other secondary sources.

The entire Bay Area was a region of intense human occupation long before the European explorers settled in the region in the eighteenth century. In the early twentieth century, the prehistory of the region was virtually unknown, aside from a small amount of ethnographic information (Kroeber 1925) and the discovery of a few prehistoric sites at the south end of the San Francisco Bay (Nelson 1909). Because of the intense and rapid urban development in the Bay Area during the late nineteenth and early twentieth centuries, many archaeological resources were damaged or destroyed before scientific inquiry could be conducted. Many of the archaeological excavations in this region have been salvage efforts, often conducted without the time or resources necessary to perform adequate data recovery and professional reporting. However, over the past several years, the understanding of this region's prehistory has changed, partly because of intensive fieldwork resulting from compliance with environmental laws.

Milliken et al. (2007) present a series of culture changes in the Bay Area. The period of occupation during the cal 11,500 to 8000 B.C., when Clovis big-game hunters, then initial Holocene gatherers, presumably lived in the area, lacks evidence, because such evidence has likely been washed away by stream action, buried under more recent alluvium, or submerged on the continental shelf (Rosenthal and Meyer 2004:1). There is evidence, however, that an in-place forager economic pattern began around cal 8000 B.C., and was followed by five cycles of change that began at approximately cal 3500 B.C.

## Early Holocene (Lower Archaic), cal 8000–3500 B.C.

Between cal 8000 and 3500 B.C., the Bay Area appears to have been occupied by a widespread but sparse population of hunter-gatherers. The millingslab and handstone, as well as a variety of large, wide-stemmed and leaf-shaped projectile points, all emerged during this period (Milliken et al. 2007:114). Local Franciscan chert dominated the Early Holocene Santa Clara Valley components (Hylkema 2002:235). Radiocarbon determinations from a feature and an *Olivella biplicata* spire-lopped bead indicate the presence of cultural materials dating as early as 7500 cal B.C. (Fitzgerald and Porcasi 2003; Fitzgerald et al. 2005).

## Early Period (Middle Archaic), cal 3500–500 B.C.

Several technological and social developments characterize this period in the Bay Area. Rectangular *Haliotis* and *Olivella* shell beads, the markers of the Early Period bead horizon, continued in use until

at least 2,800 years ago (Ingram 1998; Wallace and Lathrop 1975:19). The mortar and pestle were first documented in the Bay Area shortly after 4000 B.C., and by 1500 cal B.C., cobble mortars and pestles, and not millingslabs and handstones, were used at sites throughout the Bay Area, including ALA-483 (Livermore Valley) (Wiberg 1996:373).

## Lower Middle Period (Initial Upper Archaic), cal 500 B.C.–cal A.D. 430

Although it is unclear when the "major disruption in symbolic integration systems" originated, it is clear in the record around 500 B.C. and may have begun several hundred years earlier (Milliken et al. 2007:115). Rectangular shell beads disappeared from the Bay Area, Central Valley, and portions of Southern California during this time; and a whole new suite of decorative and presumed religious objects appeared during the Early Period-Middle Period Transition (EMT) (Elsasser 1978), which corresponds to the beginning of this period. Net sinkers, a typical early period marker throughout the bay, disappeared from most sites, with the exception of SFR-112, where they continued in use well into the Middle Period (Pastron and Walsh 1988:90).

## Upper Middle Period (Late Upper Archaic), A.D. cal 430–1050

Around 430 A.D., the *Olivella* saucer bead trade network collapsed, and over half of known bead horizon M1 sites were abandoned, while the remaining sites saw a large increase in sea otter bones. Additionally, the Meganos extended burial mortuary pattern began to spread in the interior East Bay (Bennyhoff 1994a, 1994b), and the Meganos mortuary complex spread from the interior into the Santa Clara Valley at Wade Ranch (SCL-302) (Milliken et al. 2007:116).

## Initial Late Period (Lower Emergent), A.D. CAL 1050–1550

Fredrickson (1973) coined the term "Emergent" to describe this period, in recognition of the appearance of a new level of sedentism, status ascription, and ceremonial integration in lowland central California. Obsidian production and mortuary practices showed evidence of increased social stratification after 1250 A.D., and while the quantity of burial items decreased, the quality of these items, particularly in high-status burials and cremations, increased (Fredrickson 1994:62). This development may have reflected a new regional ceremonial system that was the precursor of the ethnographic Kuksu cult, a ceremonial system that unified the many language groups around the Bay during this period (Fredrickson 1974:66; Bennyhoff 1994b). In the San Jose and Point Año Nuevo Localities, local Franciscan chert remained the primary production material for debitage and casual tools, and Napa Valley obsidian remained the primary production material for projectile points (Bellifemine 1997:124-136; Clark and Reynolds 2003:8; Hylkema 2002:250).

## Terminal Late Period: Protohistoric Ambiguities

Changes in artifact types and mortuary objects characterized A.D. cal 1500–1650. The signature *Olivella* sequin and cup beads of the central California L1 Bead Horizon abruptly disappeared, and clamshell disk beads, markers of the L2 Bead Horizon, spread across the North Bay (Milliken et al. 2007:117). Simple corner-notched points began to appear in the Central Bay, while Desert side-notched points spread into the South Bay from the Central Coast (see Hylkema 2002; Jackson 1986, 1989; Jurmain 1983).

Another upward cycle of regional integration was commencing when it was interrupted by Spanish settlement in the Bay Area beginning in 1776. Such regional integration was a continuing

characteristic of the Augustine Pattern, most likely brought to the Bay Area by Patwin speakers from Oregon, who introduced new tools (such as the bow) and traits (such as pre-internment grave pit burning) into central California. Perhaps the Augustine Pattern, with its inferred shared regional religious and ceremonial organization, was developed as a means of overcoming insularity, not in the core area of one language group but in an area where many neighboring language groups were in contact (Milliken et al. 2007:118).

# Ethnographic Setting

At the time of European contact, the Bay Area was occupied by a group of Native Americans whom ethnographers refer to as the Ohlone or Costanoan. The Ohlone are a linguistically defined group composed of several autonomous tribelets that spoke eight different but related languages. The Ohlone languages, together with Miwok, compose the Utian language family of the Penutian stock. The territory of the Ohlone people extended along the coast from the Golden Gate in the north to just below Carmel to the south, and as far as 60 miles inland. The territory encompassed a lengthy coastline, as well as several inland valleys (Levy 1978:485–486).

All three campuses lie within the tribal group known as the Pruristac; this name also refers to their village in San Pedro Valley on the Pacific Coast just south of San Francisco. Numerous Mission San Francisco baptismal entries name "Pruristac, alias San Pedro." Pruristac and Timigtac, just a few miles north on the coast at the present town of Rockaway Beach, were inhabited by small groups of closely interrelated families. Like the people of nearby Urebure to the east, they seem to have been independent bands, rather than members of a large, multi-village tribe. The Mission San Francisco outstation of San Pedro was constructed at Pruristac during the mid-1780s (Milliken 1995:251).

The Ohlone were hunter-gatherers and relied heavily on acorns and seafood. They also exploited a wide range of other foods, including various seeds (the growth of which was promoted by controlled burning), buckeye, berries, roots, land and sea mammals, waterfowl, reptiles, and insects. The Ohlone used tule balsas for watercraft, and bow and arrow, cordage, bone tools, and twined basketry to procure and process their foodstuffs (Levy 1978:491–493).

Prior to contact, the Ohlone were politically organized by tribelet, with each having a designated territory. A tribelet consisted of one or more villages and camps within a territory designated by physiographic features. This type of organization was prevalent in pre-contact California (Kroeber 1925). Duties of the chief included providing for visitors and directing ceremonial activities. The chief also served as the leader of a council of elders that functioned primarily in an advisory capacity to the community (Harrington 1933:3).

Seven Spanish missions were founded in Ohlone territory between 1776 and 1797. While living within the mission system, the Ohlone commingled with other groups, including the Esselen, Yokuts, Miwok, and Patwin. Mission life was devastating to the Ohlone population (Milliken 1995). It has been estimated that in 1776, when the first mission was established in Ohlone territory, the Ohlone population numbered around 10,000. By 1832, the Ohlones numbered less than 2,000 as a result of introduced disease, harsh living conditions, and reduced birth rates (Cook 1943a, 1943b).

Under the Mexican government, secularization of the mission lands began in earnest in 1834. The indigenous population scattered away from the mission centers, and the few that were given rancherias from the mission lands were ill-equipped to maintain or work their land. Most of the former mission land was divided among loyal Mexican subjects, and the Ohlone who chose to

remain in their ancestral territory usually became squatters. Some were given jobs as manual laborers or domestic servants on Mexican ranchos or, later, American cattle ranches. During the next few decades, there was a partial return to aboriginal religious practices, particularly shamanism, and some return to food collection as a means of subsistence. Consequently, several multiethnic Indian communities (consisting of individuals of Chochenyo, Plains Miwok, Northern Valley Yokuts, Patwin, and/or Coast Miwok descent) were established in the mid-nineteenth century within Ohlone territory (Levy 1978:487).

Ohlone recognition and assertion began to move to the forefront during the early twentieth century, enforced by two legal suits brought against the U.S. government by Indians of California (1928–1964) for reparation due them for the loss of traditional lands. A review of what was known about Indians for the entire state of California commenced, and the political organizing necessary to mount this action on the part of Indians led to the formation of political advocacy groups throughout the state. The Ohlone participated, and a new roll of descendants was established, bringing a new focus on the community and reevaluation of rights due its members (Bean 1994:xxiv). Although they have yet to receive formal recognition from the federal government, the Ohlone are becoming increasingly organized as a political unit, and have an active interest in preserving their ancestral heritage and advocating for Native American issues.

# Historic Setting

## Early History: Spanish and Mexican Era

Explorer Sebastian Vizcaino visited the San Mateo County region as early as 1602 when he sailed along the California coast in search of a suitable harbor for Spain. In 1769, Gaspar de Portola and his party traveled through the area in the vicinity of present-day Half Moon Bay, Woodside, and Monterey Bay. Other visitors included Fernando de Rivera y Moncada and Juan Bautista de Anza, who explored portions of the county in 1774 and in 1776, respectively (Kyle 1990).

By the early 1800s, two Mexican ranchos, including Rancho San Mateo and Rancho de las Pulgas, encompassed the present-day city of San Mateo, and Rancho Buri Buri the present day cities of San Bruno and Millbrae. After the rancho period ended in the mid-1800s, put largely in motion by the discovery of gold and the subsequent gold rush of 1849, they were subdivided into smaller parcels and settled. In 1864, the San Francisco & San Jose Rail Road Company (later Southern Pacific Railroad Company) laid an alignment that linked San Francisco and San Jose, stopping in the new township of San Mateo. The railroad also opened San Mateo County to the residents of San Francisco who wished to establish summer residences in the country. These estates were largely self-sufficient, working farms, and some had their own services, such as general stores, blacksmith shops, livery stables, saloons, and hotels. The San Mateo region gradually developed over the years and eventually featured several businesses, churches, and schools. The City of San Mateo, in which the CSM campus is located, incorporated in 1894 (Cerny 2007; Shoecraft 1989). Cañada College campus is located mostly in the Town of Woodside which was incorporated in 1956, but settlement and growth of the town dates back to the 1880s. A small northeastern portion of Cañada College is in the City of Redwood City which was incorporated in 1897 (Cerny 2007).

The City of San Bruno, in which the Skyline College campus is located, was incorporated in 1914. During much of the late ninetieth century, San Bruno consisted of a few farms and roadhouses. The city began to develop in earnest after the 1906 earthquake and fire that destroyed much of San Francisco. San Bruno began to grow as a suburban community. In 1927, Mills field was dedicated as

an airport near the site now occupied by San Francisco International Airport. Although owned and operated by the City and County of San Francisco, the airport is an influential part of San Bruno's economy (Cerny 2007; Shoecraft 1989).

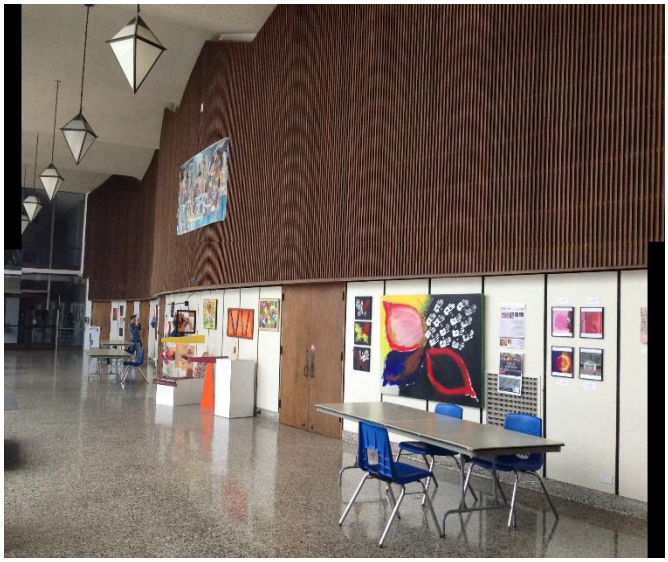
All three campuses are located within the County of San Mateo, which was organized in 1856 from portions of San Francisco County. The City of Belmont served as the original County seat, but in 1856 the seat moved to the City of Redwood City (Kyle 1990).

# CSM Photographic Record

College of San Mateo. Photos taken by Aisha Fike, ICF International, May 11, 2015.

Photograph 1. The Music, Theater and Art buildings (2-4) connected by a colonnade with a central courtyard and fronted by pool.


Photograph 2. The Theater building (3) with central stepped courtyard.



Photograph 3. Entry space of Theater building. Note the typical hyperbolic paraboloid roof, original interior with diamond shaped drop lights and curved wood screen.

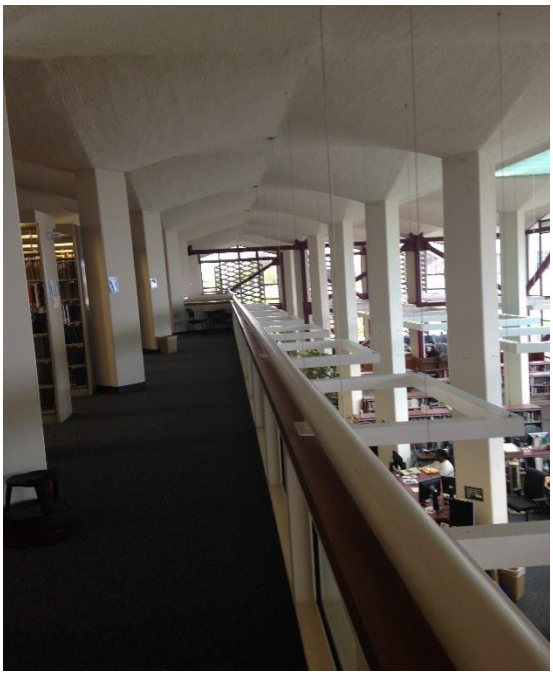

Photograph 4. Art building (4). View northwest.

Photograph 5. Library building. View east at main entrance.

Photograph 5. Library building. View north.


Photograph 7. Library building. View north at main entrance and below grade level.

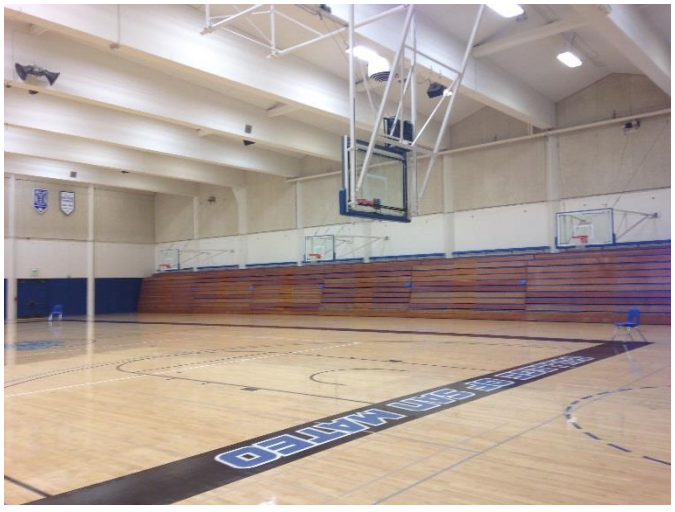
Photograph 8. Library interior. View north looking at bay.



Photograph 9. Library interior. View of two-story colonnades.

Photograph 10. Building 1. View west looking at main elevation and entrance.


Photograph 11. Gymnasium. View east looking at main elevation and entrance.



Photograph 12. Gym interior showing roof beams and folded plate design.

Photograph 13. View west showing Fine Arts Complex and Administration building.

Photograph 14. Building 19, view north of one-story elevation. Façade similar to building 19.


Photograph 15. Building 14, view west showing narrow elevation. Façade similar to building 16 and 18.

Photograph 16. View northwest at colonnade and building 18. Building 17 is recessed behind the colonnade.

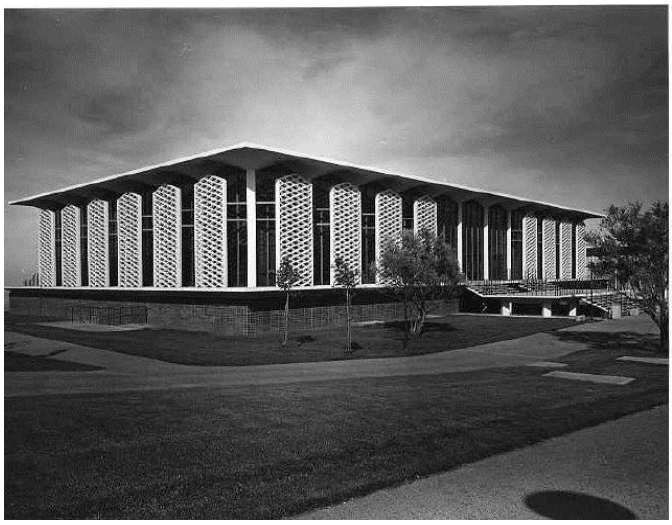
Photograph 17. Building 14 view north. Example glass curtain wall facade.

Photograph 18. View looking west from building 10 showing buildings 14-16 and the newly redesigned courtyard.

Photograph 19. Art Building and original pool, circa 1964.

Photograph 20. The Theater building central courtyard with the original circular play arena, circa 1960s.

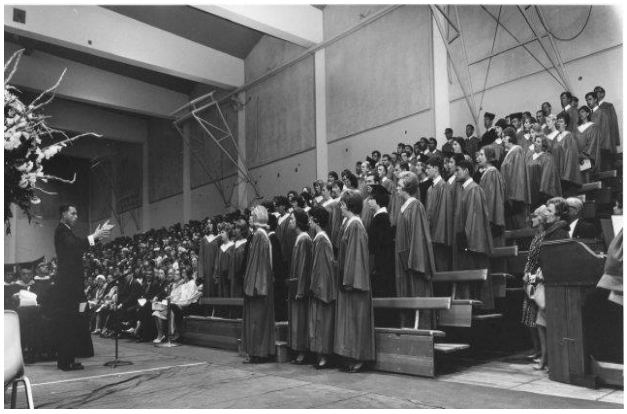
College of San Mateo. Historic photographs courtesy of the College of San Mateo Library Archives, Historical Photographic Collection. Available online at <http://smccd.edu/photoarchives>, accessed May 18, 2015.



Photograph 21. Library, view east, circa 1965.

Photograph 22. Library interior, view east towards the bay, circa 1965.

Photograph 23. CSM Campus, aerial view, 1964.



Photograph 24. Gym interior, commencement,

1965.

Photograph 25. Admin Building 1, view west, showing original concrete colonnade attached to building 1 and 5. 1965. Circa 1965.

Photograph 26. Courtyard showing library to the right and building 14 to the left, circa 1960s.

# Previous DPR Form

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

# PRIMARY RECORD

Primary # P-41-002284
HRI # _____
Trinomial _____
NRHP Status Code _____

Other Listings _____
Review Code ____ Reviewer _____ Date _____



*Resource Name or #: College of San Mateo Fine and Performing Arts Building

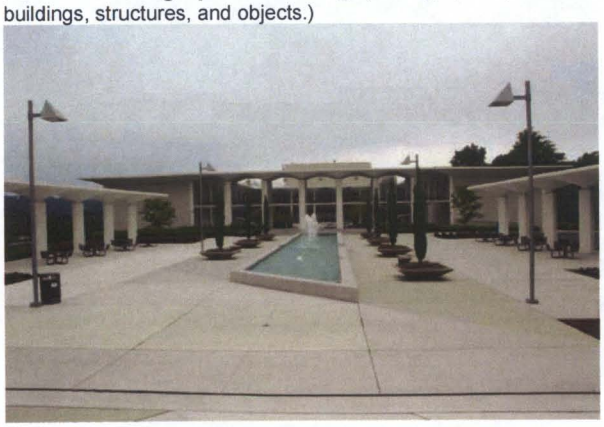
P1. **Other Identifier:** College Heights Campus; Building No. 3
*P2. **Location:** ☐ Not for Publication ■ Unrestricted *a. **County:** San Mateo
*b. **USGS Quad:** San Mateo, CA 7.5' 1995 MDM
c. **Address:** 1700 West Hillsdale Drive **City:** San Mateo **Zip:** 94402
d. **UTM:** **Zone:**
*e. **Other Locational Data:** (e.g., parcel #, directions to resource, elevation, etc., as appropriate): The Fine and Performing Arts Building is located at the far northeast corner of the hilltop campus. APN 038-281-360.

*P3a. **Description:**

The property consists of a two to three-story reinforced concrete fine arts complex designed in the Formal Modern Classical style of architecture, characterized by a central plaza surrounded on three sides by two-story classrooms and a two-story arcade formed by a series of square concrete columns that terminate on a flat roof that connects the two opposing buildings. In the front, or to the east of the arcaded entrance to the plaza, is a trapezoidal fountain and pool set in a low concrete foundation. On opposite sides of the poured concrete plaza surrounding the fountain are a series of free-standing arcaded pergolas of concrete that form the central space. The inside of the plaza, which stands two-stories tall, features the main entrance to the theater facing east and the Music and Art wings. All three elevations feature banks of pointed arched windows running from the ground floor to the ceiling, all of which provides extraordinary views outward towards the interior plaza. The building itself is sited atop a flat terrace with sloping sides to the north and south respectively. The east arcaded entrance to the plaza is flanked by smooth painted concrete walls surfaces lacking fenestration, but embellished by an exaggerated flat roof that extends well beyond the wall plane of the building. The side elevations of the building feature two rows of anodized aluminum windows with four windows per bank, having two lights per window with the top windows forming a v-shaped arch created by an elliptical roof that wraps around the building. Between the banks of windows are slightly textured concrete panels. The building returns inward on both its north and south elevations, featuring plain concrete panel walls that extend to the west forming the theater with the one-story sculpture and ceramics building on the far northwest end of the theater. An abstract stairway leads to the upper floors of the theater building along its northwest elevation, featuring two trapezoidal vertical slabs of concrete that mimic the fountain on the south of the building complex. Paneled concrete walls and banks of anodized aluminum windows finish the western end of the building, along with a tower extending upward for nearly four-stories. The far west elevation generally lacks fenestration, characterized by flat paneled concrete walls and the same roof profile. Unlike the east elevation, which is dominated by a hardscape, benches, and a fountain, the north and south elevations are surrounded by lawns.

*P3b. **Resource Attributes:** HP15 - Educational Building
*P4. **Resources Present:** ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District

P5. **Photograph or Drawing** (Photograph required for buildings, structures, and objects.)



P5b. **Description of Photo:** View looking north from the center of the plaza towards the east elevation of the Fine and Performing Arts Building.
*P6. **Date Constructed/Age and Sources:** ■ Historic
1962-1963.
*P7. **Owner and Address:** San Mateo County Community College District, 3401 CSM Drive, San Mateo, CA 94402.
*P8. **Recorded by:** Dana E. Supernowicz, Historic Resource Associates, 2001 Sheffield Drive, El Dorado Hills, CA 95762.
*P9. **Date Recorded:** June 2011
*P10. **Type of Survey:** ■ Architectural
**Describe:** Architectural Recordation and Evaluation per Section 106 of NHPA.
*P11. **Report Citation:** Cultural Resources Study of the College of San Mateo Project, AT&T Site No. CNU1796, 1700 West Hillsdale Drive, San Mateo, San Mateo County, California 94402. Prepared for EarthTouch, Inc., 3135 North Fairfield Road, Layton, Utah 84041. Prepared by Historic Resource Associates, 2001 Sheffield Drive, El Dorado Hills, CA 95762. June 2011.

***Attachments:** Building, Structure, and Object Record; Photograph Record; Project Location Map

*Required Information

**B1.** **Historic Name:** Fine Arts Center Building
**B2.** **Common Name:** Fine and Performing Arts Building
**B3.** **Original Use:** Educational Building **B4.** **Present Use:** Educational Building
***B5.** **Architectural Style:** Modernist-Classical/Formal/Abstract
***B6.** **Construction History:** According to San Mateo County Community College District records, construction began on the building in 1962 and it was completed in 1963.
***B7.** **Moved?** ■ No ☐ Yes ☐ Unknown **Date:** N/A **Original Location:**
***B8.** **Related Features:** The subject property is located atop a terraced hill overlooking San Mateo.
**B9a.** **Architect:** John Carl Warnecke **B9b.** **Builder:** Undetermined
***B10.** **Significance: Theme:** Modern Formal/Classical/Abstract Architecture and Education **Area:** San Francisco Bay Area/San Mateo
**Period of Significance:** 1963 **Property Type:** Educational Building **Applicable Criteria:** A, B and C

The historic context for the subject property reflects the post World War II expansion of San Mateo. During the Spanish Colonial period, Mission Dolores established a farming outpost and wayside hospice halfway down El Camino Real to San Jose in the area of present-day San Mateo. In the era of the ranchos, San Mateo became a stage stop. By 1863, the San Francisco-San Jose Railroad reached San Mateo, which boasted a waterfront and shipping industry. The city was platted and laid out by C. B. Polhemus in 1863 (Gudde 1969:290). In 1894, San Mateo was incorporated and by 1900, the population reached 1,832. The growth of San Mateo was slow, due to the disinclination of the wealthy San Franciscans west of the town, who built huge estates in Hillsborough, to subdivide and develop the area. Notable growth did not take place in San Mateo until after World War II, when housing tracts, shopping centers, and large educational plants were developed in the southern part of the city. In the 1950s, 70 percent of its working residents commuted to San Francisco, but by 1970 the majority worked in San Mateo at the electronic plants, retail stores, and business offices. With little manufacturing, San Mateo became geared toward tourism and commerce, promoting the Bay Meadows race track, parks, and retail shopping (Chapin et al. 1969:86-90; Gebhard 1985:133-134).

By 1950, the Hillsdale area of San Mateo was an evolving community and the need for new schools and college campuses to meet the demands of the burgeoning school district became apparent. The College of San Mateo, originally known as "College Heights" and completed in 1963, was designed by the Internationally recognized architect John C. Warnecke. Born on February 24, 1919 in Oakland, John Carl Warnecke earned a bachelor's degree from Stanford in 1941. He enrolled in Harvard's architecture school, where he studied with Walter Gropius and completed the three-year course in one year, receiving his master's degree in 1942. A football injury made him ineligible to serve in the military (Grimes 2010). Refer to BSO, Page 3 of 6.

**B11.** **Additional Resource Attributes:** N/A

**B12.** **References:** Alexander, Philip W. *History of San Mateo County*. 1916; Gebhard, David ed. *The Guide to Architecture in San Francisco and Northern California*. 1976, revised 1985; Gudde, Erwin G. *California Place Names*. Berkeley: University of California Press. 1969; Chapin, William et al. *The Suburbs of San Francisco*. San Francisco: Chronicle Books. 1969; Stone, Edward Durell. *Edward Durell Stone: Recent and Future Architecture*. New York: Horizon Press. 1967; College of San Mateo Archives, Historical Photograph Collection. Accessed June 2010; Grimes, William. "John Carl Warnecke, Architect to Kennedy, Dies at 91." *New York Times*, April 22, 2010; Betsky, Aaron. "John Carl Warnecke." Architect Magazine. www.architectmagazine.com. May 2010.

**B13.** **Remarks:** None
**B14.** **Evaluator:** Dana E. Supernowicz, Architectural Historian, Historic Resource Associates, 2001 Sheffield Drive, El Dorado Hills, CA 95762.
**Date of Evaluation:** June 2011

(This space reserved for official comments.)

*Required Information

*B10. Significance: (Continued):

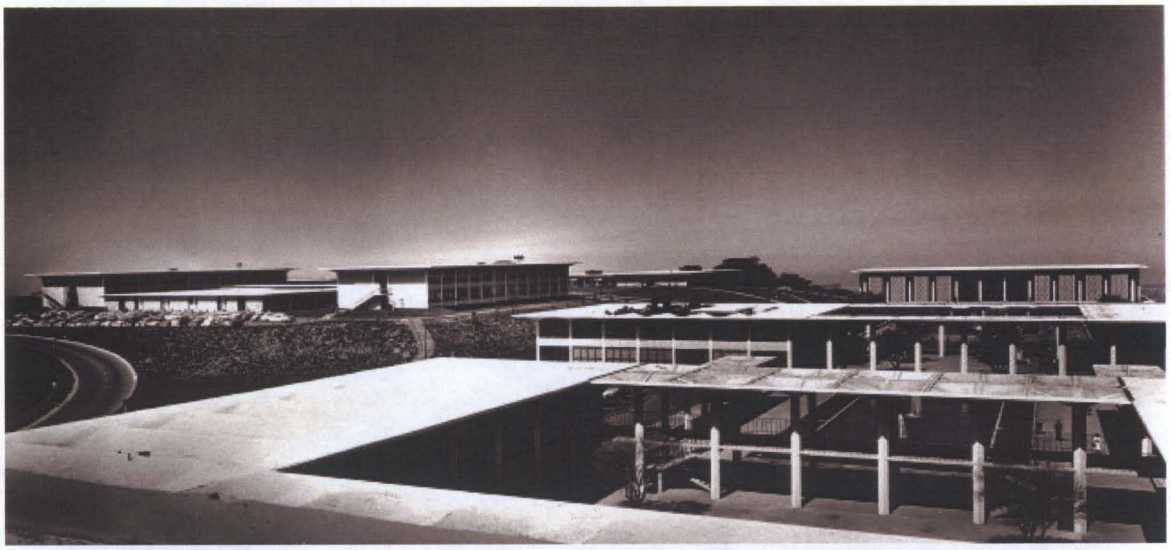
After working for the housing authority in Richmond and as a draftsman in his father's firm, he set up his own architectural practice and developed a reputation for his environmentally sensitive designs for buildings at Stanford and the University of California, Berkeley. His contextual approach was applied at the Mira Vista Elementary School in El Cerrito (1951), which appeared to grow organically out of the hills behind it. His open-space design for the Mabel McDowell Elementary School in Columbus, Indiana (1960), designated a National Historic Landmark in 2001, addressed the flat landscape, with its silos, barns and Victorian houses. By 1977 Warnecke was running the largest architectural firm in the United States, with offices in San Francisco, Los Angeles, New York, Boston, Washington and Honolulu. His large-scale projects included the AT&T Long Lines Building on Thomas Street in Manhattan (1974), the Soviet Embassy (1975) and the Hart Senate Office Building (1982) in Washington, and the South Terminal at Logan Airport in Boston (1977). After 1977 he began scaling down his practice. In retirement, he grew grapes on his ranch in the Alexander Valley and worked on his memoirs, which he completed shortly before his death on April 22, 2010 (Grimes 2010; Betsky 2010).

Another important nationally recognized Modernist architect whose work was similar to Warneckes' was Edward Durell Stone. In the mid-1950s Stone moved away from strict modernist tenets and began to fuse the formalism of his early Beaux-Arts training with a romantic historicism. This historicizing aspect of Stone's work was in part influenced by his second wife, Maria Elena Torchino, and his frequent travels to Italy , which reawakened his interest in classical and Italianate precedent. A cover story on Stone in the March 31, 1958 issue of Time magazine led to a series of important national and international commissions, and Stone's firm grew in size from 20 architects to over 200. No longer an intimate design atelier, Stone's office became a stratified corporate entity and his work became uneven and formulaic. Stone continued to garner major architectural commissions into the early 1970s. The State University of New York at Albany, the John F. Kennedy Center for the Performing Arts in Washington, DC, and the Standard Oil Building in Chicago were notable examples of late phase work (Stone 1967).

The College of San Mateo Fine Arts Building and the other campus buildings from the early 1960s represents some of Warnecke's finest achievements in Modern Eclectic architectural design that blended abstract styles with Neo-Classical or formal architecture to form a cohesive campus that visually represented his values in higher education and the natural setting he was engaged in developing. Warnecke's later work, particularly during the 1980s, has been said to be sub-par with his earlier work, particularly during the 1950s and 1960s. Today, the College of San Mateo consists of approximately 17 buildings. The original 1963 Warnecke buildings are distinguishable for their Modernist design influenced by Classicism and abstraction having concrete panel walls, flat roofs, arcades, banks of arched windows, and abstract sun screens. The newer campus buildings tend to be more abstract lacking the formalism or Classicism embodied in the designs provided by Warnecke.

As a whole the campus still retains a strong sense of architectural continuity from the 1960s, despite new building additions, minor alterations to the water feature in front of the Fine and Performing Arts Building, and increased campus parking and service structures. In conclusion, the buildings designed by Architect John Carl Warnecke and constructed in 1962-1963 appear to be contributing elements to a National Register of Historic Places (NRHP) campus historic district associated with Modern Architecture (1962-1963) and an important regional example of this form of architecture designed by the renowned and Internationally recognized architect John Carl Warnecke. The contributing buildings include the Fine and Performing Arts (Building 3), Administration (Building 1), Gymnasium (Building 8), and Library (Building 9). The campus building and structures constructed post-1965 and not part of the original Warnecke plan for the campus are non-contributing elements to the district. Refer to BSO, Page 4 of 6.

*B10. Significance: (Continued):



View of the campus, circa 1964, looking at Buildings 14 and 16 on the left and the Library (Building 9) on the right (courtesy College of San Mateo Archives, Historical Photograph Collection)

View of the pool and fountain from the Library looking towards the Fine and Performing Arts Center, early 1960s (courtesy College of San Mateo Archives, Historical Photograph Collection, Photograph #000497).

*B10. Significance: (Continued):

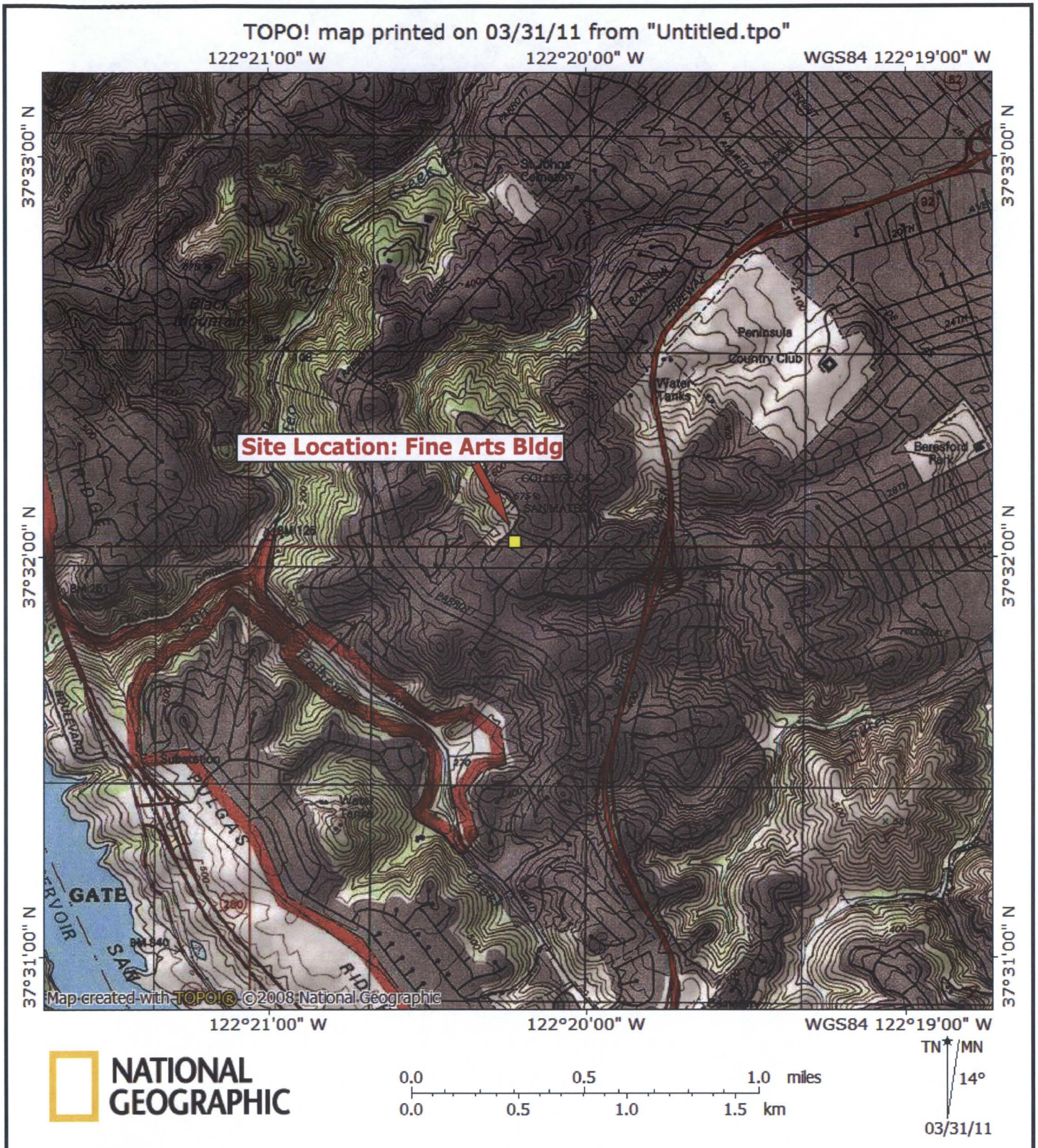
View of Fine and Performing Arts Center in 1963, the year the campus opened (courtesy College of San Mateo Archives, Historical Photograph Collection).

Fine and Performing Arts Center view through the plaza early 1960s (courtesy College of San Mateo Archives, Historical Photograph Collection, Photograph #000497).

***B10. Significance: (Continued):**

**Fine and Performing Arts Center Building, 1970 (courtesy College of San Mateo Archives, Historical Photograph Collection, Photograph #000497).**


**Aerial Photograph of the College of San Mateo, 2011
(The arrow points to the Fine and Performing Arts Building).**




EarthTouch, Inc.
3135 North Fairfield Road
Layton, Utah 84041
Tel: 801.771.2800
Fax: 801.771.2838

**Topographic Map**
**(Site Location)**
**College of San Mateo**
**Fine & Performing Arts Bldg**
**1700 W Hillsdale Drive**
**San Mateo City and County, CA 94402**
**T5S R4W Section 6**

Figure: TOPO/APE Map

Project: CA-CNU1796-ERI / College of San Mateo

Source: USGS 7.5-minute quadrangle San Mateo, CA

D-4

# Native American Correspondence

# Fax Transmission

| | |
|---|---|
| **Date:** | May 8, 2015 |
| **Attention:** | Debbie Pilas-Treadway, Native American Heritage Commission |
| **Fax Number:** | 916-373-5471 |
| **Number of Pages:** | 1 |
| **From:** | Joanne Grant, Senior Archaeologist |
| **Subject:** | **Sacred Lands File Search Request** |
| **Client:**<br>**Project:** | San Mateo County Community College District (SMCCCD)<br>2015 Facilities Master Plan Amendment, Project #234.15 |

Dear Ms. Pilas-Treadway,

The San Mateo County Community College District (District) proposes improvements at 3 campuses in San Mateo County: Cañada College in Redwood City and the Town of Woodside, College of San Mateo (CSM) in the City of San Mateo, and Skyline College in the City of San Bruno. The planned improvements include building modernization and renovation, building demolition, new building construction, tree removal, landscaping/ pedestrian improvements, changes in parking and roadways, and potential renewable energy installations.

The project locations for each of the 3 campuses are provided below.
**Cañada College:** Woodside Quad, T5S and T6S, R4W, unsectioned
**College of San Mateo**: Palo Alto Quad, T4S and T5S, R4W, unsectioned
**Skyline College**: San Francisco South and Montara Mountain Quads, T3S, R5W and 6W, unsectioned

I am requesting the following information:

1) Groups or individuals the NAHC believes should be notified regarding this project; and
2) Identification by the NAHC of any sacred lands within the subject lands that are listed within the Sacred Lands file.

Thank you for your assistance. Feel free to contact me with any questions regarding this request.

Sincerely,

Joanne S. Grant, RPA

620 Folsom Street, 2nd Floor — San Francisco, CA 94107 — 415.677.7100 — 415.677.7177 fax — icfi.com

STATE OF CALIFORNIA Edmund G. Brown, Jr., Governor

**NATIVE AMERICAN HERITAGE COMMISSION**
1550 Harbor Blvd.
West Sacramento, CA 95691
(916) 373-3710
Fax (916) 373-5471

June 8, 2015

Joanne Grant
ICF
620 Folsom Street, 2nd Floor
San Francisco, CA 94107

FAX: 415-677-7177

2 Pages
2015 Facilities Master Plan Amendment project 234.15, San Mateo, County

Ms. Grant;

A record search of the sacred land file has failed to indicate the presence of Native American cultural resources in the immediate project area. The absence of specific site information in the sacred lands file does not indicate the absence of cultural resources in any project area. Other sources of cultural resources should also be contacted for information regarding known and recorded sites.

Enclosed is a list of Native Americans individuals/organizations who may have knowledge of cultural resources in the project area. The Commission makes no recommendation or preference of a single individual, or group over another. This list should provide a starting place in locating areas of potential adverse impact within the proposed project area. I suggest you contact all of those indicated, if they cannot supply information, they might recommend others with specific knowledge. By contacting all those listed, your organization will be better able to respond to claims of failure to consult with the appropriate tribe or group. If a response has not been received within two weeks of notification, the Commission requests that you follow-up with a telephone call to ensure that the project information has been received.

If you receive notification of change of addresses and phone numbers from any of these individuals or groups, please notify me. With your assistance we are able to assure that our lists contain current information. If you have any questions or need additional information, please contact me at (916) 373-3713.

Sincerely,

Debbie Pilas-Treadway
Environmental Specialist III

# Native American Contacts
## San Mateo County
## June 8, 2015

Jakki Kehl
720 North 2nd Street
Patterson , CA 95363
jakkikehl@gmail.com
510-701-3975
Ohlone/Costanoan

Indian Canyon Mutsun Band of Costanoan
Ann Marie Sayers, Chairperson
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ams@indiancanyon.org
(831) 637-4238
Ohlone/Costanoan

Linda G. Yamane
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Seaside , CA 93955
rumsien123@yahoo.com
(831) 394-5915
Ohlone/Costanaon

Muwekma Ohlone Indian Tribe of the SF Bay Area
Rosemary Cambra, Chairperson
P.O. Box 360791
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muwekma@muwekma.org
(408) 205-9714
(510) 581-5194
Ohlone / Costanoan

Amah MutsunTribal Band of Mission San Juan Bautista
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amahmutsuntribal@gmail.com
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(650) 332-1526 Fax
Ohlone/Costanoan

The Ohlone Indian Tribe
Andrew Galvan
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(510) 687-9393 Fax
Ohlone/Costanoan
Bay Miwok
Plains Miwok
Patwin

Amah MutsunTribal Band of Mission San Juan Bautista
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Bay Miwok
Plains Miwok
Patwin

Coastanoan Rumsen Carmel Tribe
Tony Cerda, Chairperson
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Pomona , CA 91766
rumsen@aol.com
(909) 524-8041 Cell
(909) 629-6081
Ohlone/Costanoan

**This list is current only as of the date of this document.**

**Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resource Section 5097.98 of the Public Resources Code**

**This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed 2015 Facilities Master Plan Amendment, project 234.15, San Mateo County.**

August 6, 2015

Andrew Galvan
PO Box 3152
Fremont, CA 94539

**Subject: 2015 Facilities Master Plan Amendment, Project #234.15 – San Mateo County**

Dear Mr. Galvan,

The San Mateo County Community College District (District) proposes improvements at 3 campuses in San Mateo County: Cañada College in Redwood City and the Town of Woodside, College of San Mateo (CSM) in the City of San Mateo, and Skyline College in the City of San Bruno. The planned improvements include building modernization and renovation, building demolition, new building construction, tree removal, landscaping/ pedestrian improvements, changes in parking and roadways, and potential renewable energy installations.

The project locations for each of the 3 campuses are provided below.
**Cañada College:** Woodside Quad, T5S and T6S, R4W, unsectioned
**College of San Mateo**: Palo Alto Quad, T4S and T5S, R4W, unsectioned
**Skyline College**: San Francisco South and Montara Mountain Quads, T3S, R5W and 6W, unsectioned

The Native American Heritage Commission searched their sacred lands database, which failed to indicate the presence of Native American cultural resources within the immediate project area. They also provided your name as a Native American representative who may have knowledge of cultural resources within or near the project area.

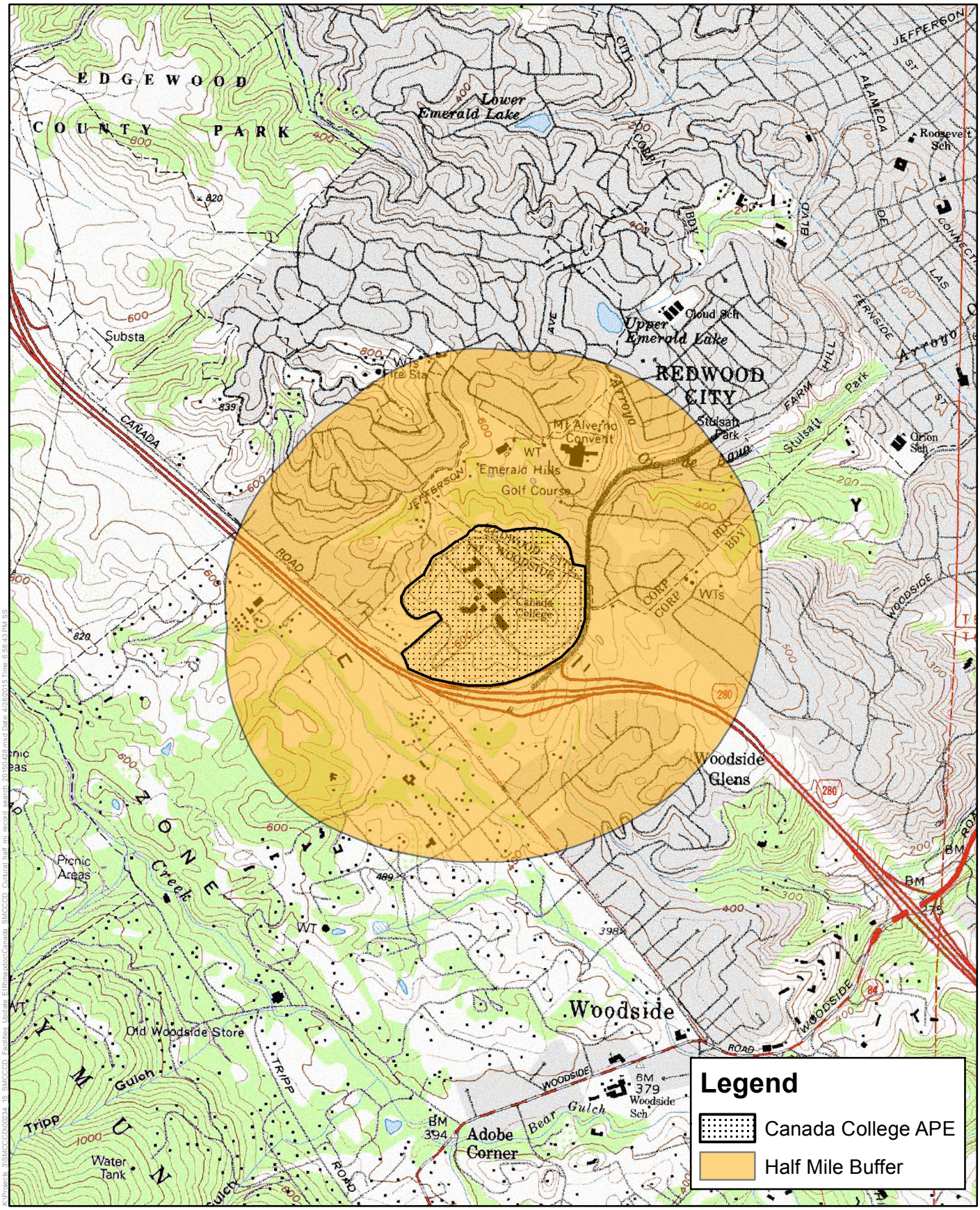
Please contact me by telephone (415) 677-7132 or by e-mail (lily.henryroberts@icfi.com) if you have any questions, concerns, or information regarding the sensitivity of the project area.

Sincerely,

Lily Henry Roberts
Archaeologist

**Map Enclosed**

620 Folsom Street, 2nd Floor — San Francisco, CA 94107 — 415.677.7100 — 415.677.7177 fax — icfi.com




ICF INTERNATIONAL

N

0 0.5 1

Miles

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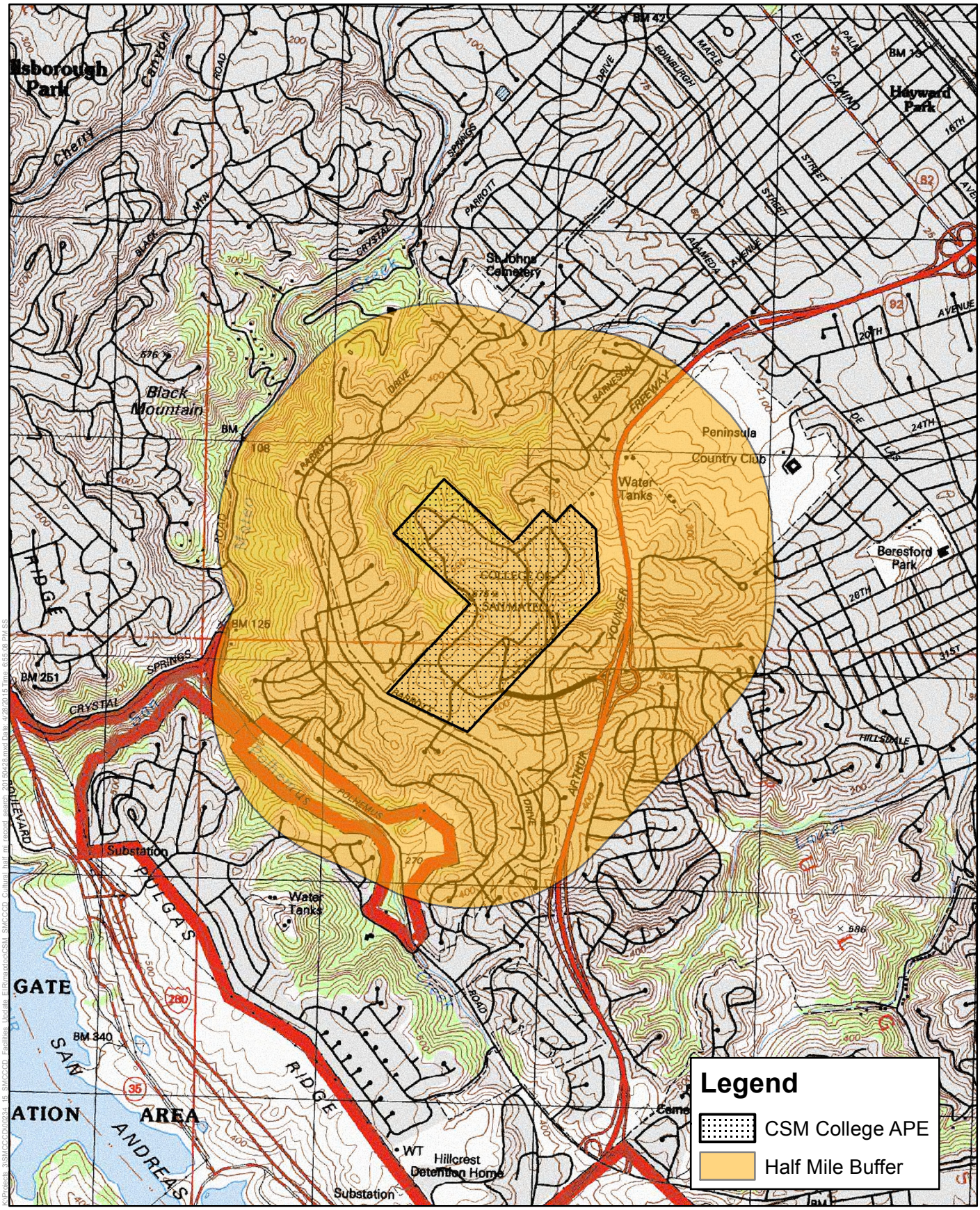
**San Mateo County Community College District - Canada College**

Topo Quad(s): Woodside, Palo Alto

Public Land Survey:

Land Grants, Civil Colonies: Pulgas

Land Grants, Civil Colonies: Canada de Raymundo



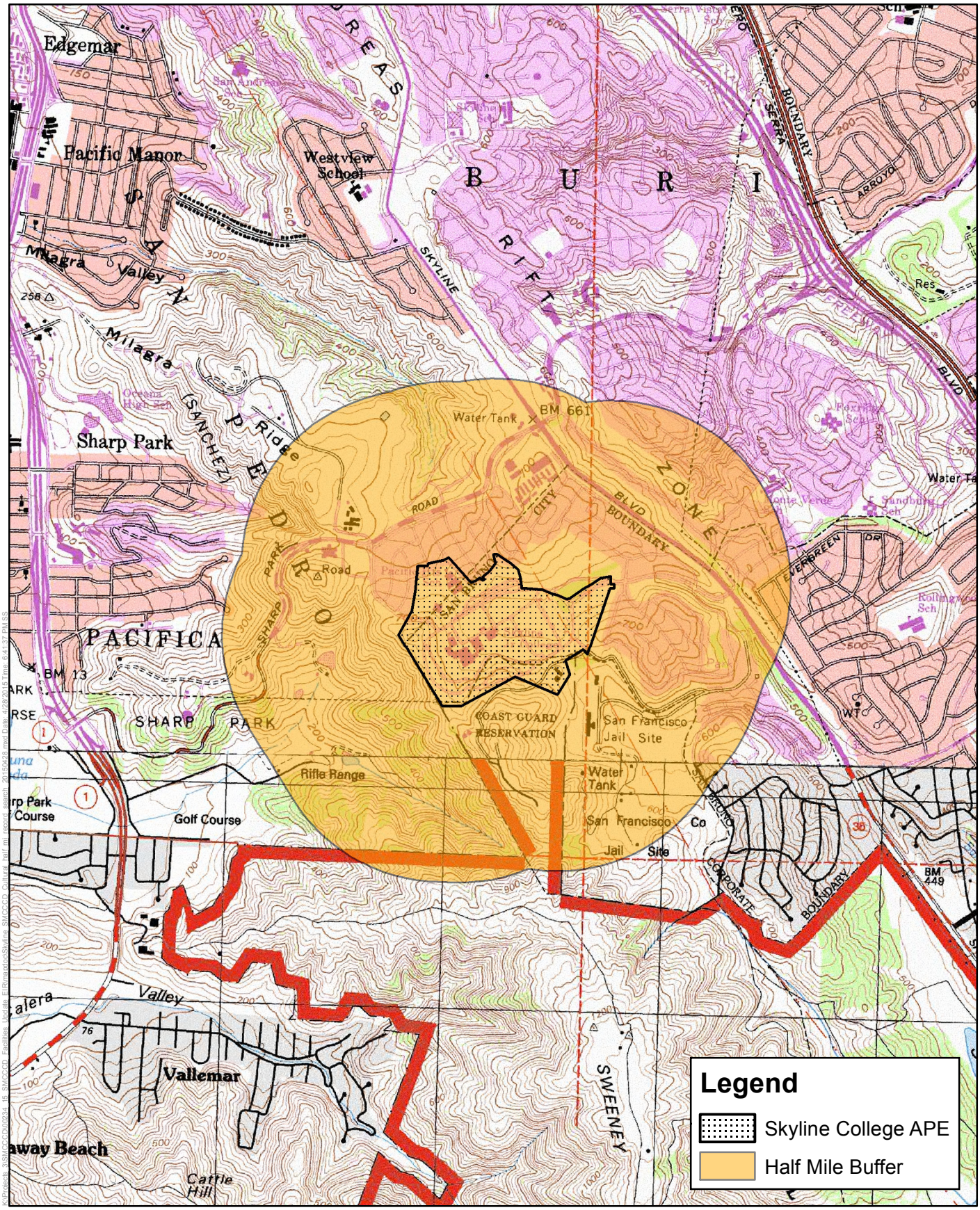

**San Mateo County Community College District - CSM College**

Topo Quad(s): San Mateo

Public Land Survey:

Land Grants, Civil Colonies: Pulgas

Land Grants, Civil Colonies: San Mateo




ICF INTERNATIONAL

N

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Miles

1:24,000

**San Mateo County Community College District - Skyline College**

Topo Quad(s): Montara Mountain, San Francisco South

Public Land Survey:
Land Grants, Civil Colonies: Buri Buri
Land Grants, Civil Colonies: San Pedro - Sanchez

Appendix E

# Transportation and Traffic Calculations

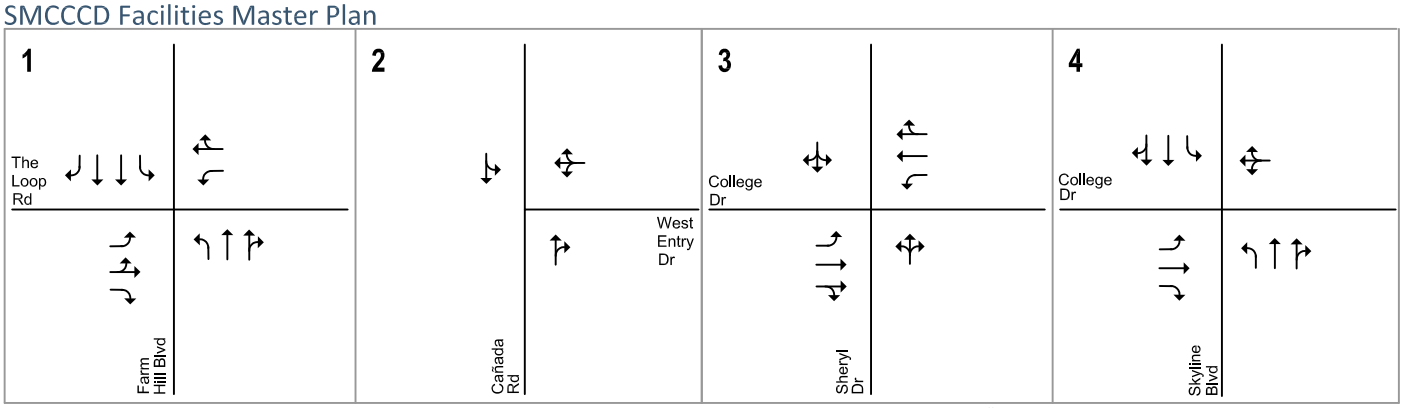
**Appendix E-1:** Figures and Tables

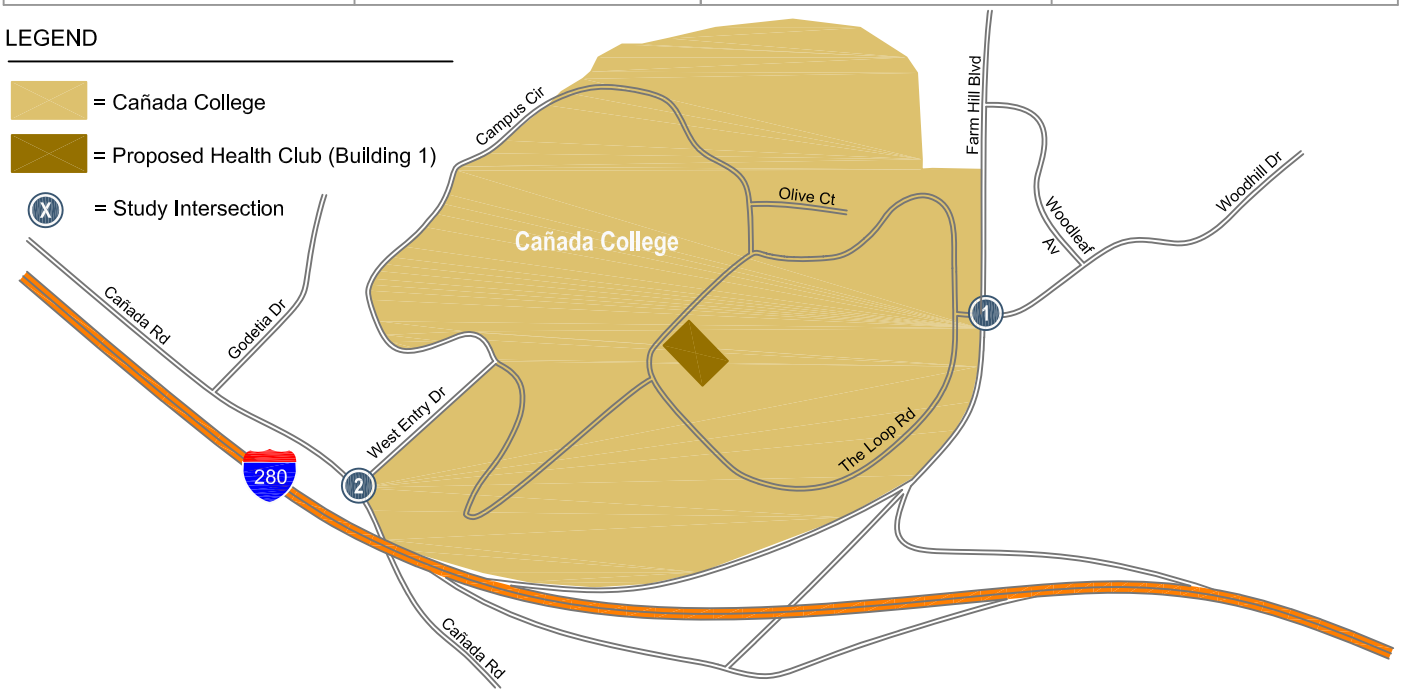
**Appendix E-2:** Traffic Counts

**Appendix E-3:** Traffic Volumes

**Appendix E-4:** LOS Calculations

# Figures and Tables



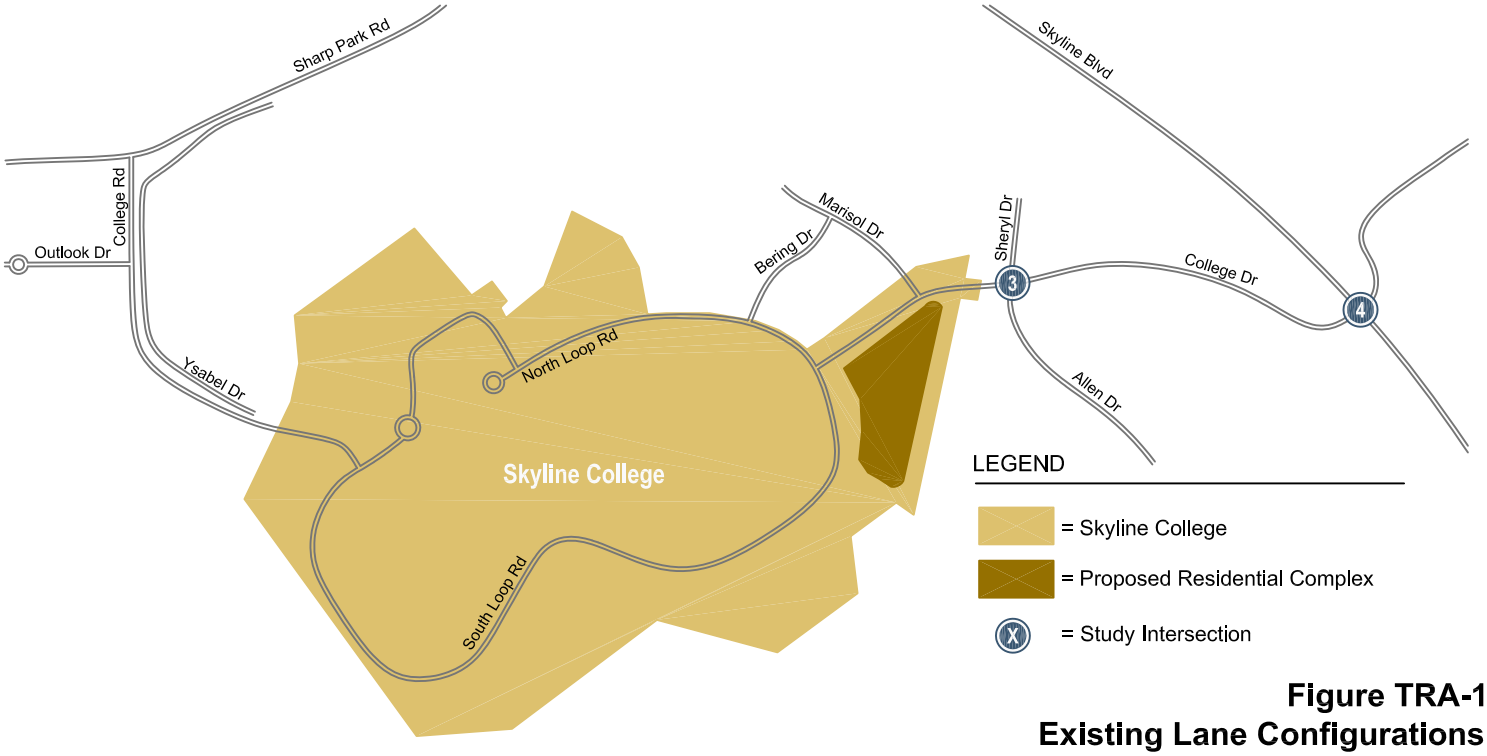
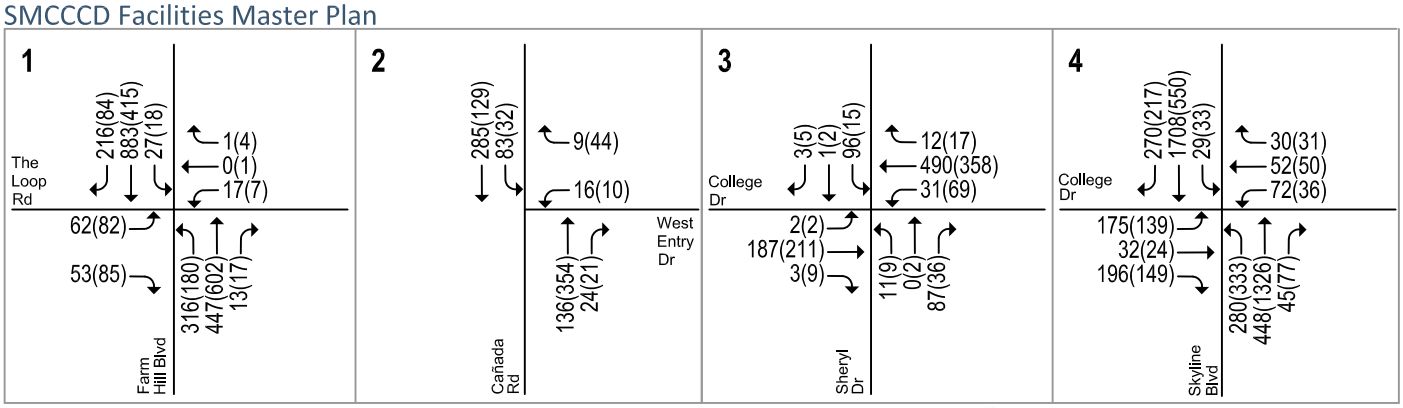
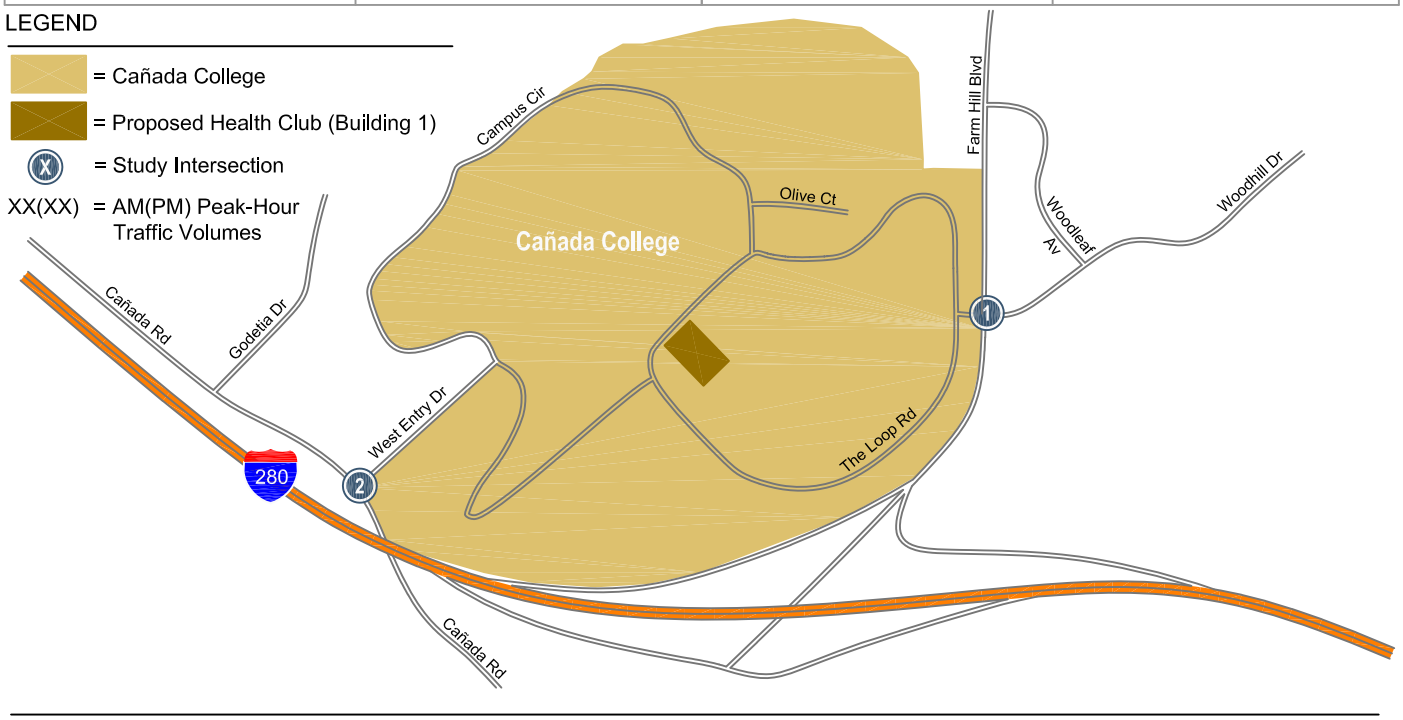




**Figure TRA-1**
**Existing Lane Configurations**



NORTH
Not to Scale



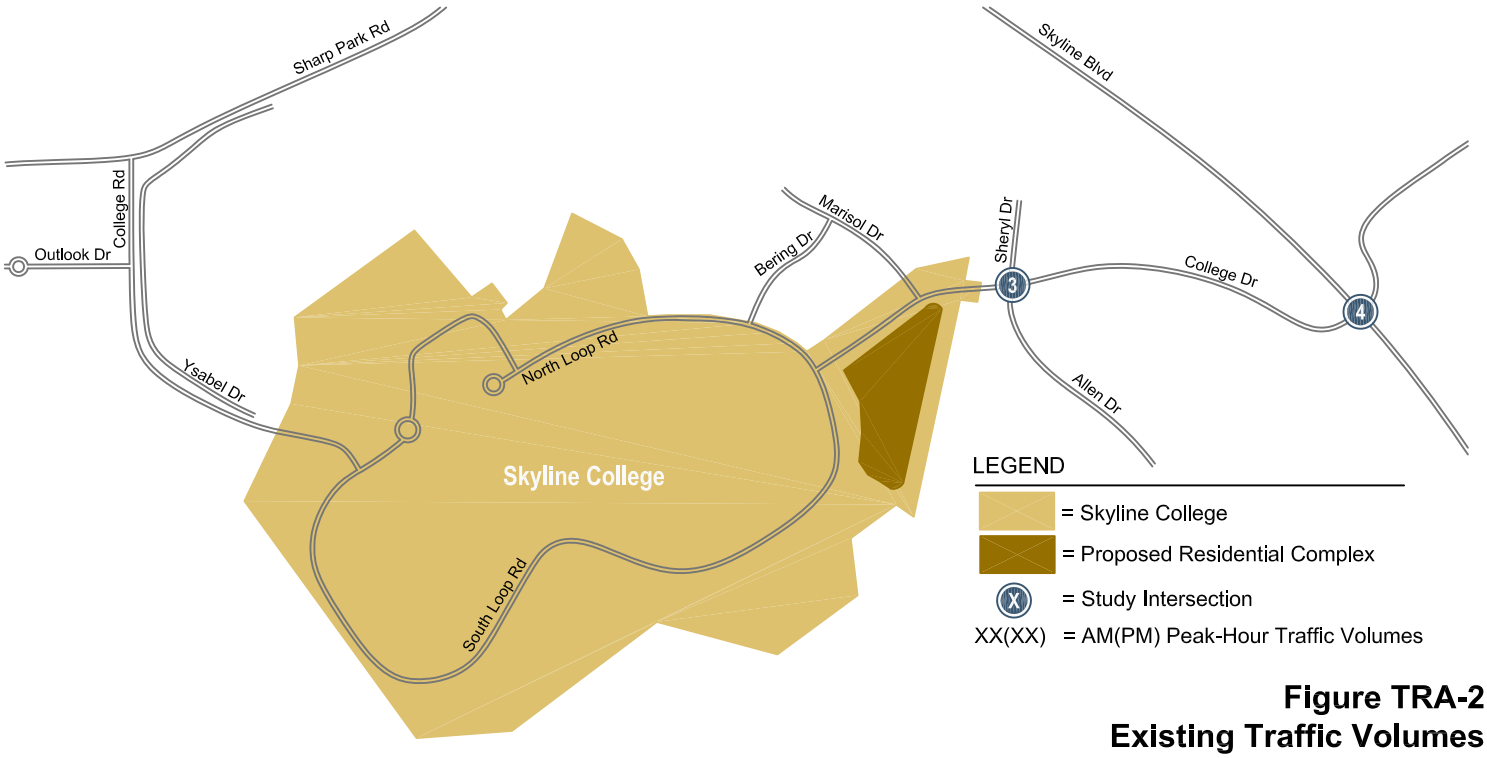




**Figure TRA-2**
**Existing Traffic Volumes**

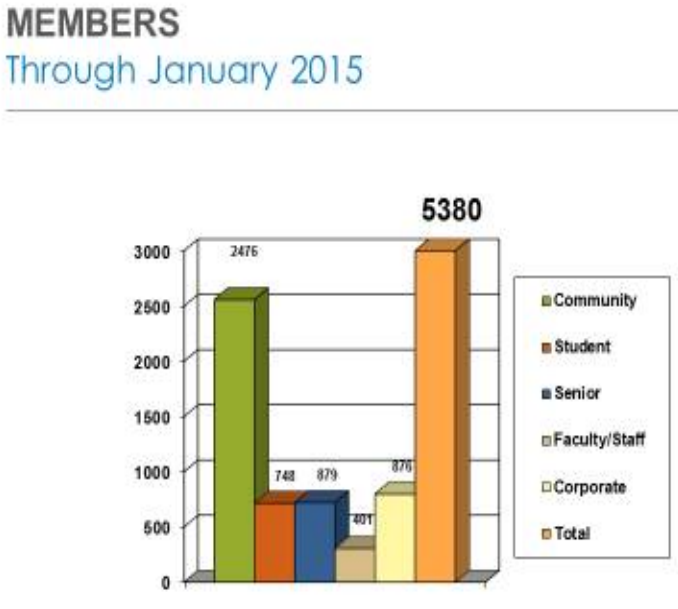


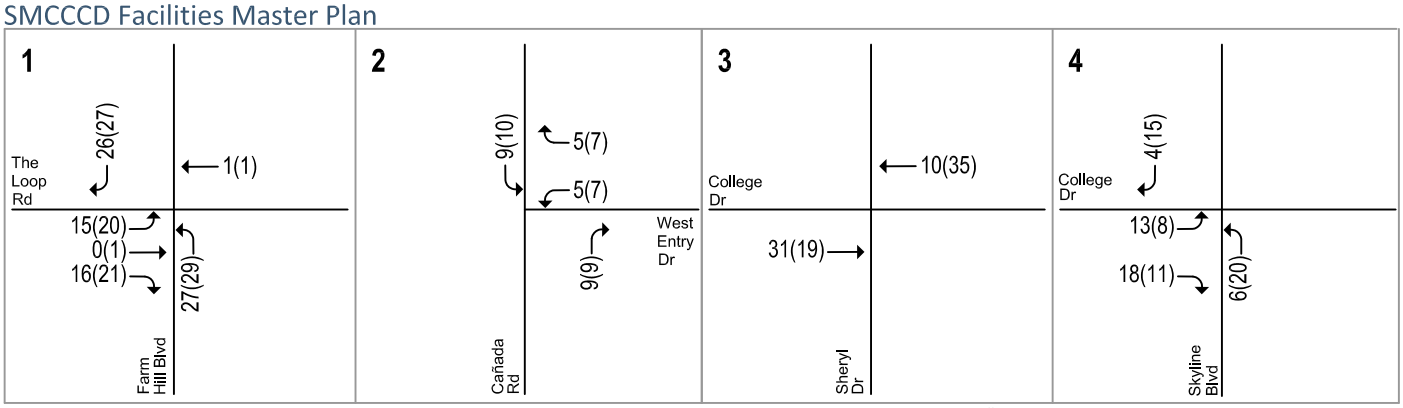
NORTH
Not to Scale

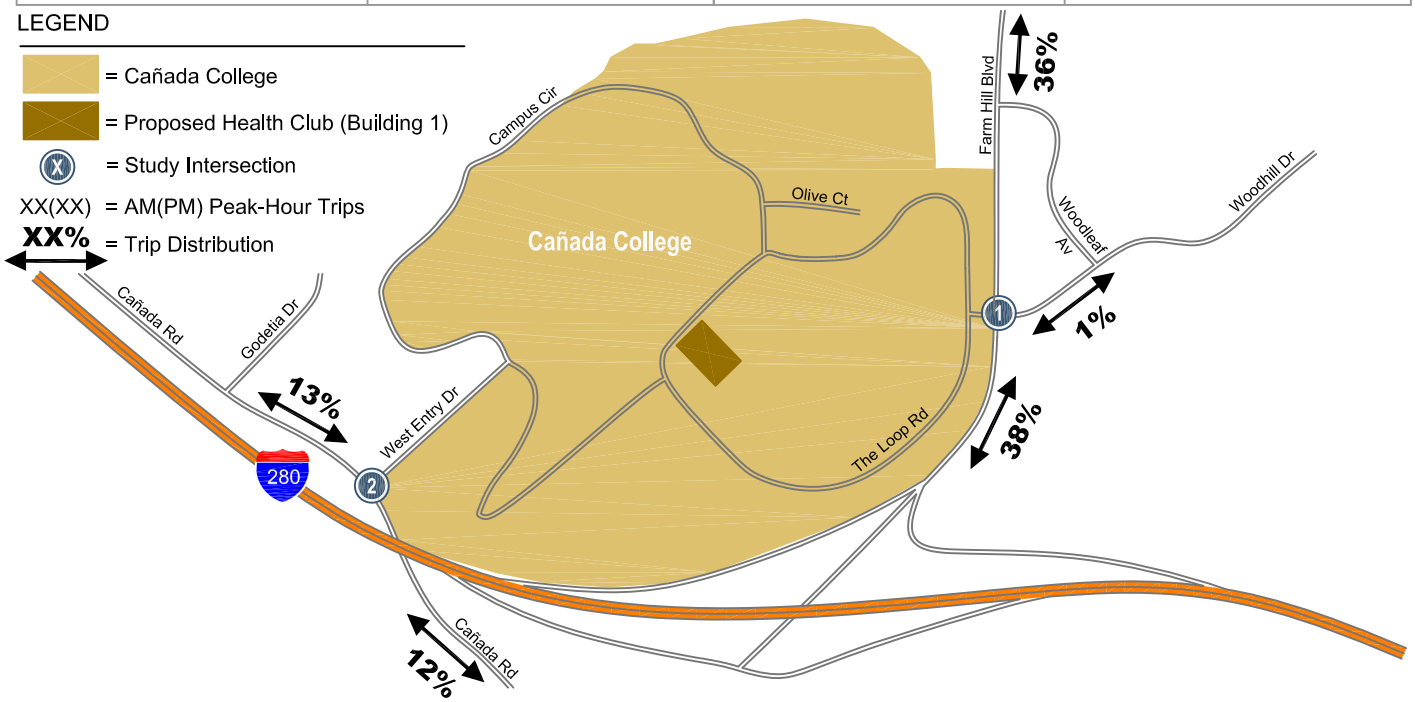
**Table TRA-1. College of San Mateo Health Club Usage and Vehicle Trip Rate Estimates**

| | | Daily Vehicle Trip Rates | Weekday Check-ins[1] | AM Peak Hour (weekday) | | | | | | PM Peak Hour (weekday) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Pk-Hr Trip Rate | Split | | In[1] | Out[1] | Check-Ins & -Outs[2] | Pk-Hr Trip Rate | Split | | In[1] | Out[1] | Check-Ins & -Outs[3] |
| | | | | | In | Out | | | | | In | Out | | | |
| **Member Check-Ins** | | | | | | | | | | | | | | | |
| All Members | 5,014 | | 866 | | | | 76 | 45 | 121 | | | | 80 | 59 | 139 |
| General Public Members[4] | 3,943 | | 681 | | | | 60 | 35 | 95 | | | | 63 | 46 | 109 |
| **Vehicle Trip and Trip Rate Estimates** | | | | | | | | | | | | | | | |
| All Members[5] | 5,014 | 0.14 | 681 | 0.02 | 63% | 37% | 60 | 35 | 95 | 0.02 | 58% | 42% | 63 | 46 | 109 |

Notes:
Table developed by Hexagon Transportation Consultants.
1. Based on 2014 September Check-Ins Data collected by SMCCCD. There were 5,014 members as of September 2014.
2. AM peak hour check-ins & -outs include 84 check-ins in 8-9 am and 52 check-ins in 7-8 am which was assumed to exit in 8-9 am.
3. PM peak hour check-ins & -outs include 94 check-ins in 5-6 pm and 65 check-ins in 4-5 pm which was assumed to exit in 5-6 pm.
4. It was assumed that faculty, staff, and student members go to the club before and after work or school, so they don't generate additional vehicle trips.
   Therefore, check-ins were calculated for the general public (GP) members, using the ratio of GP members to all members.
   It was assumed that the membership breakdown in September 2014 would be similar to the breakdown in January 2015.
5. Daily and peak-hour trip rates were calculated using chick-ins from GP members. It is assumed one vehicle trip per check-in.





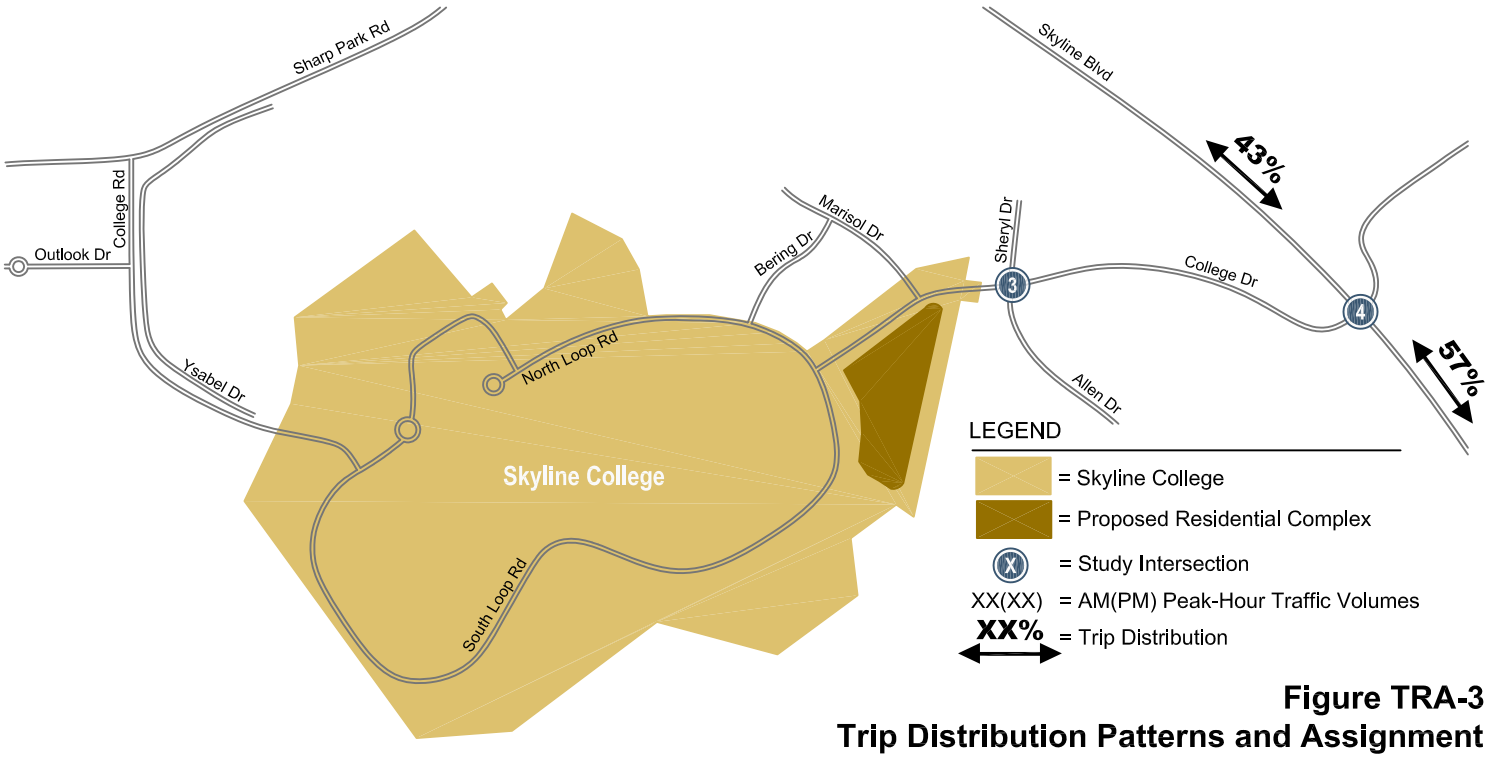
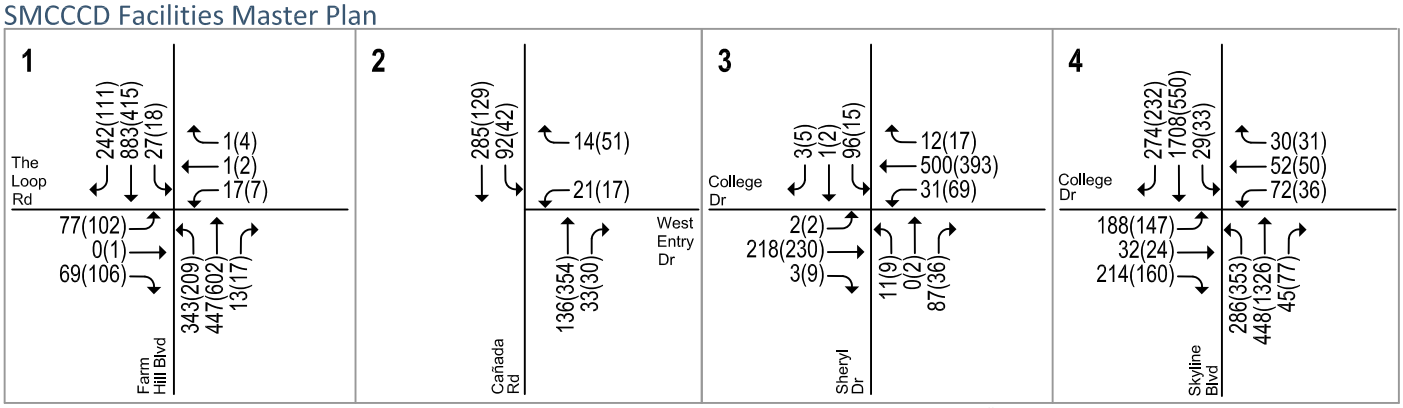
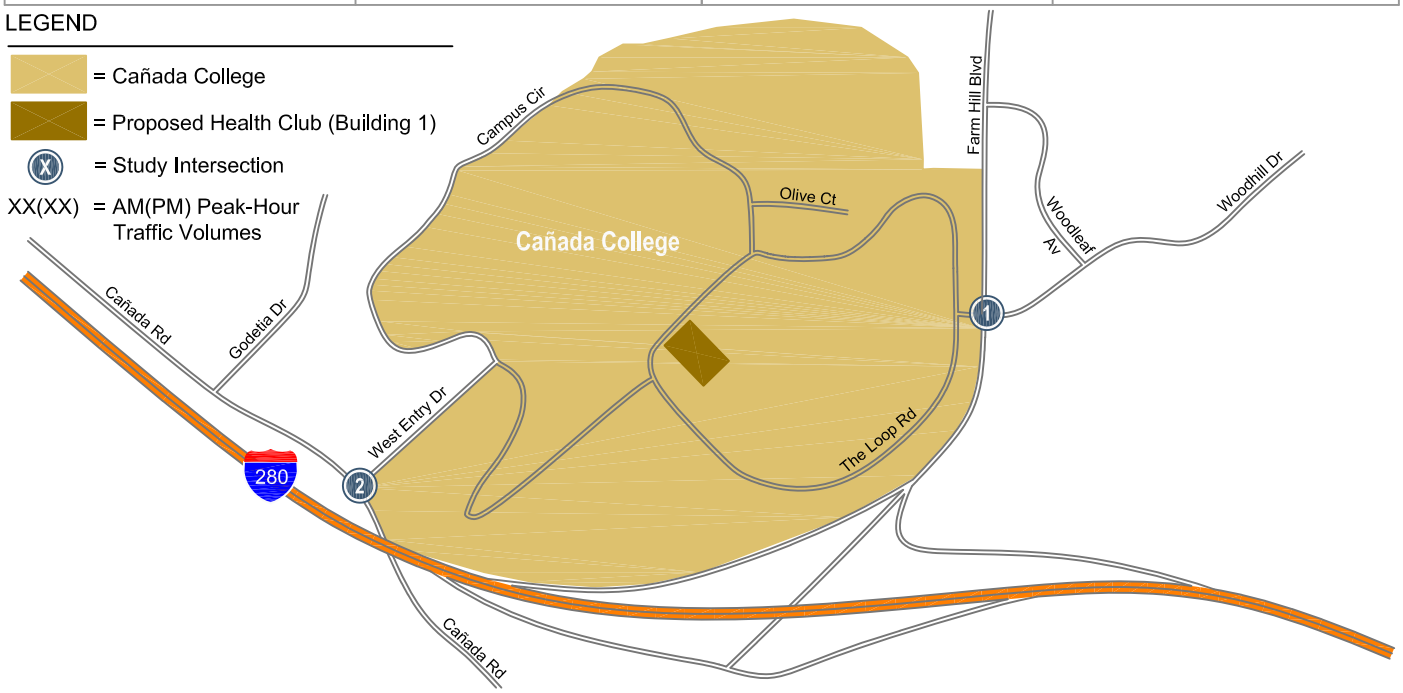




**Figure TRA-3**
**Trip Distribution Patterns and Assignment**



NORTH
Not to Scale



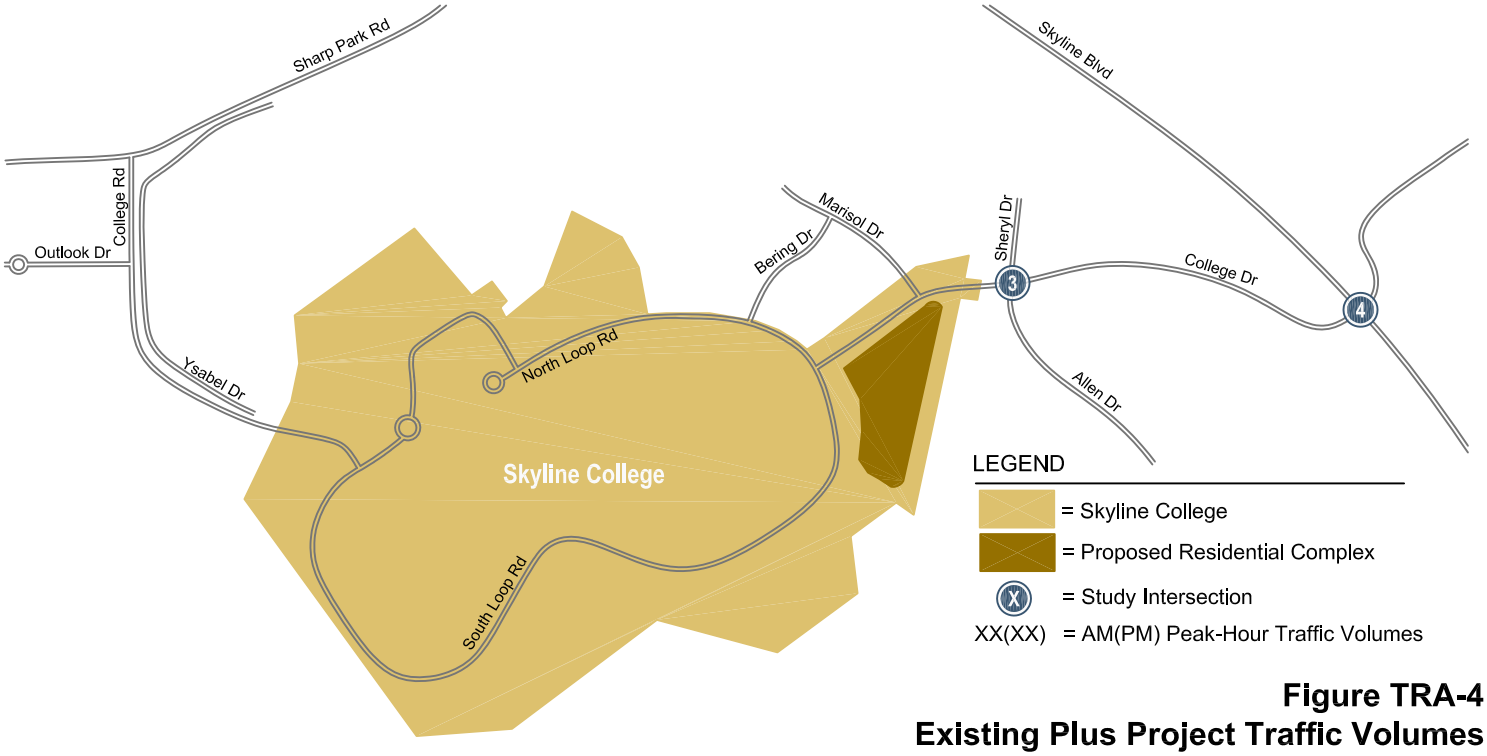
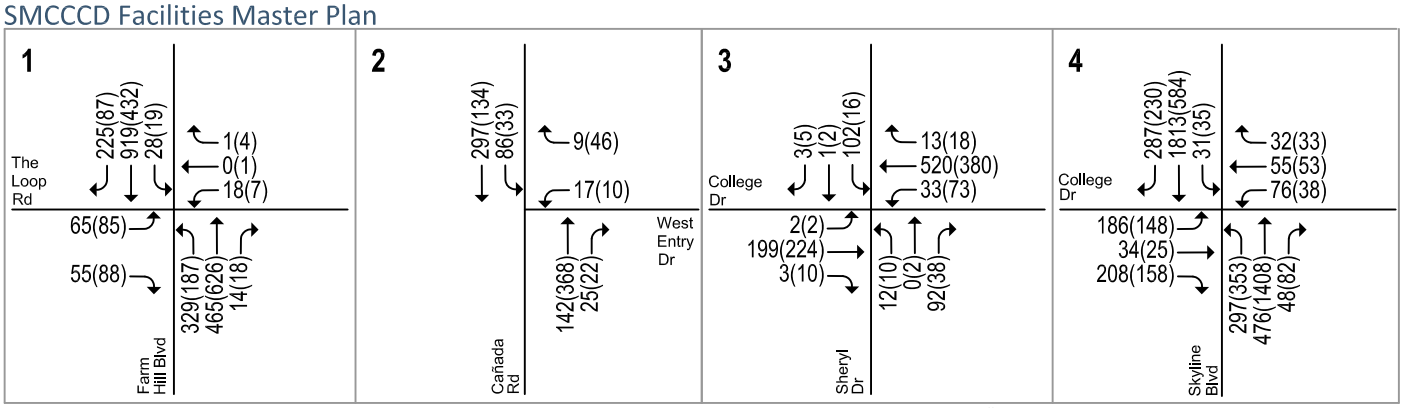
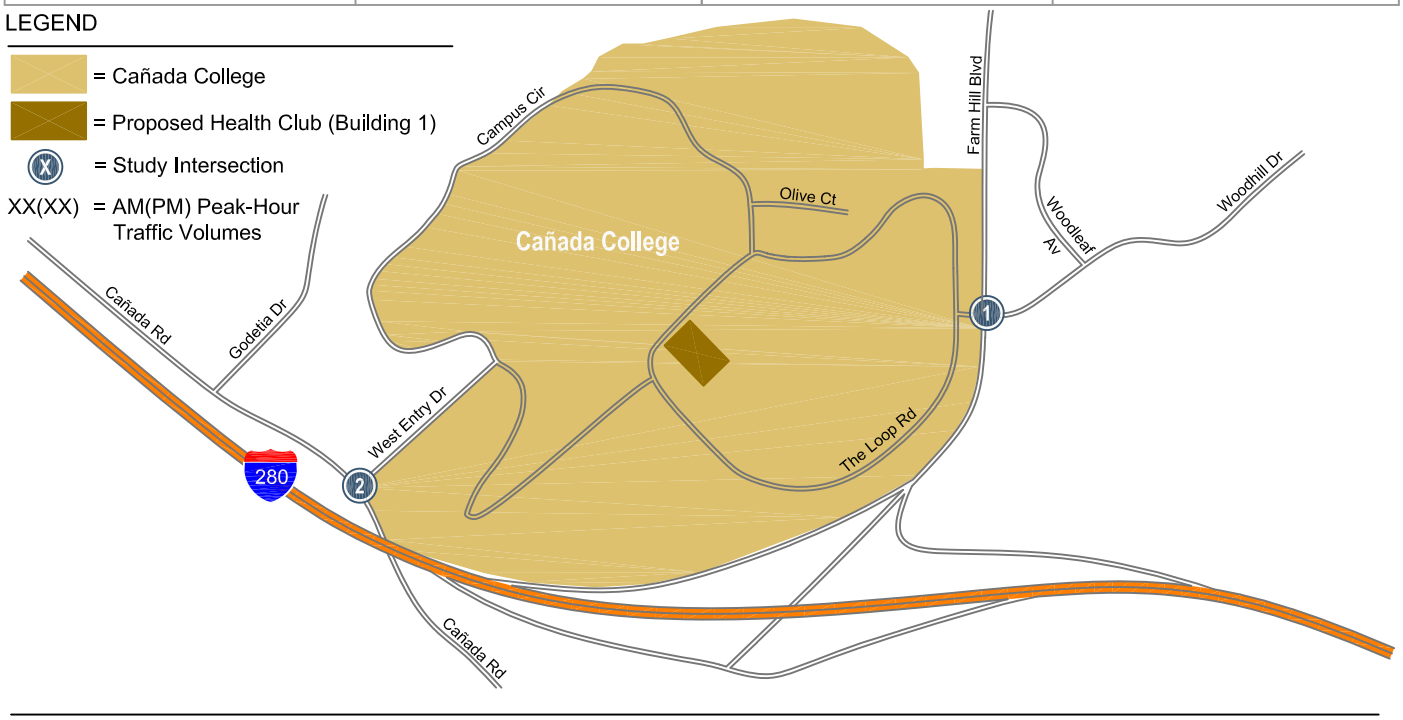




**Figure TRA-4**
**Existing Plus Project Traffic Volumes**



NORTH
Not to Scale



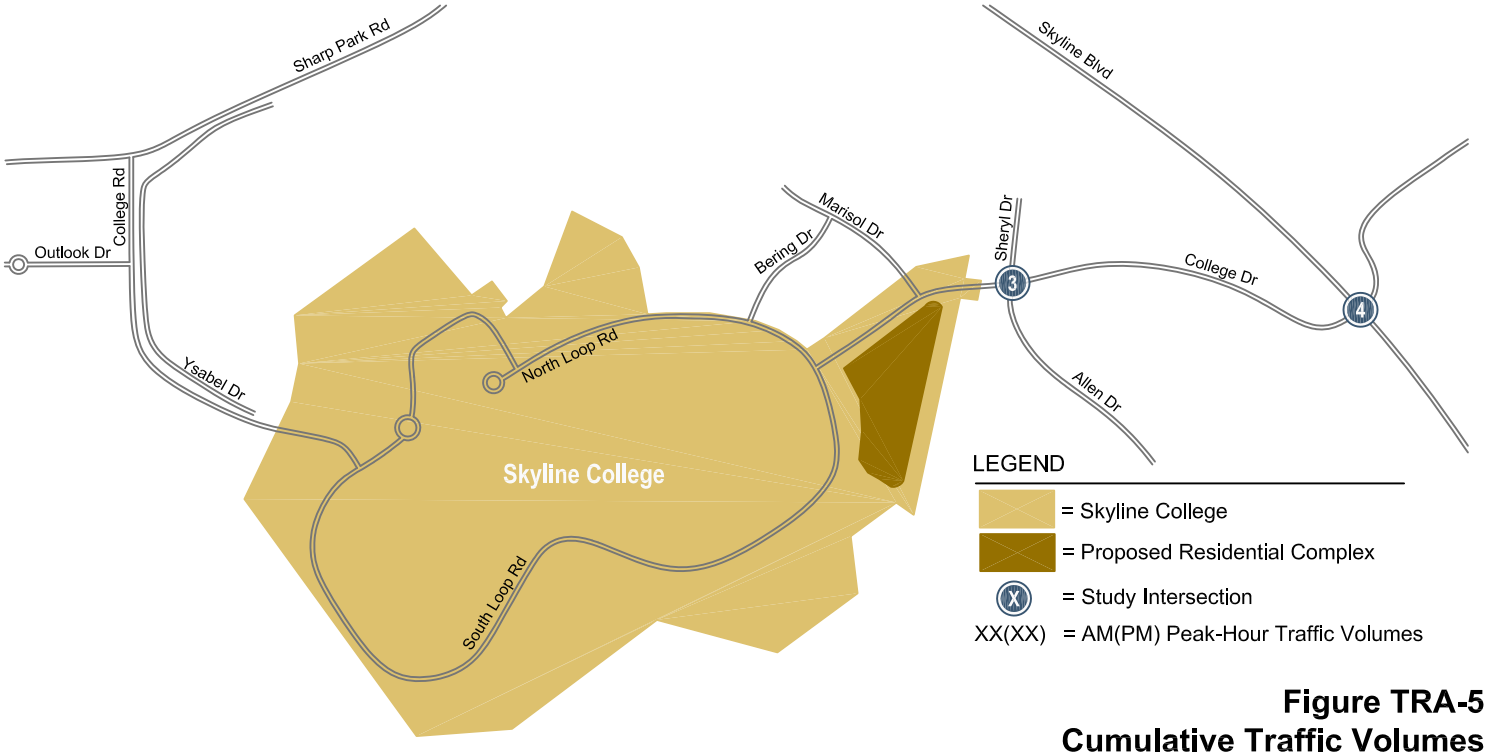
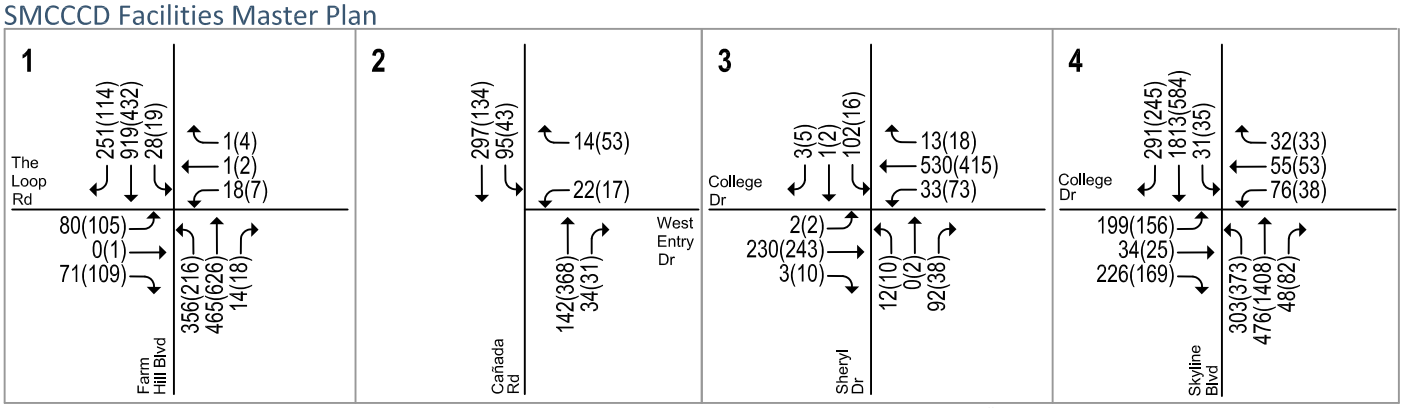
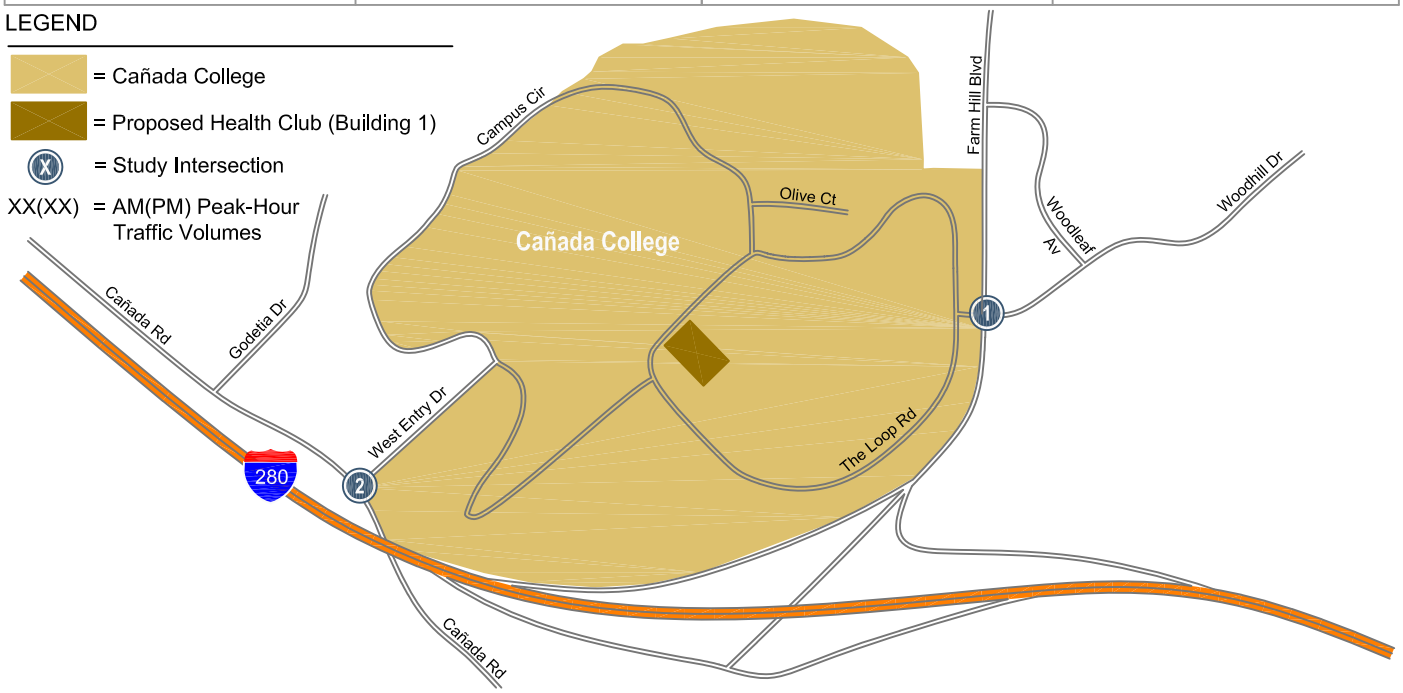




**Figure TRA-5**
**Cumulative Traffic Volumes**



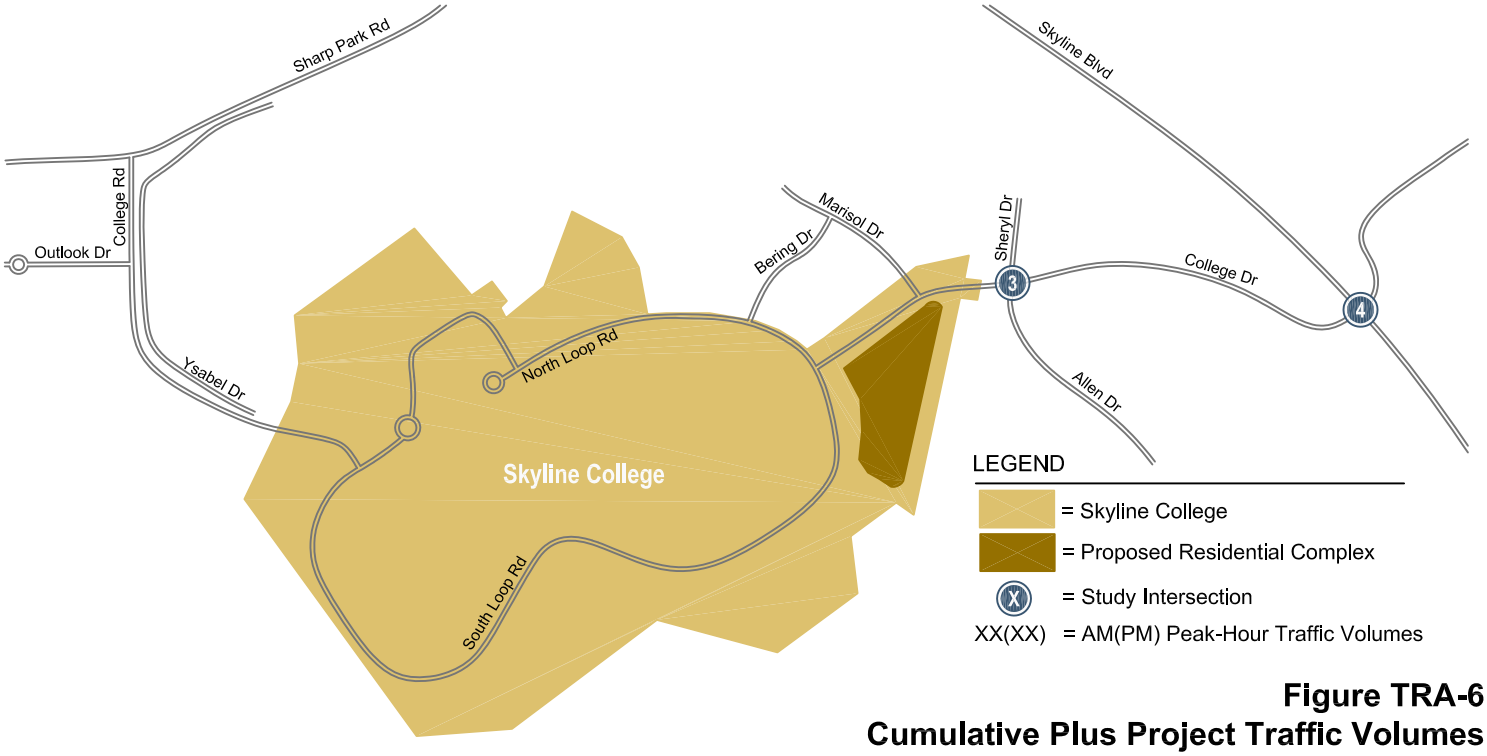
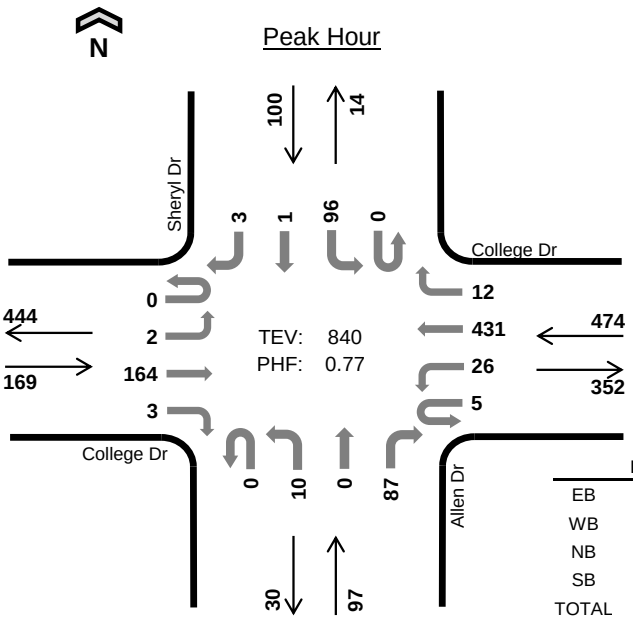



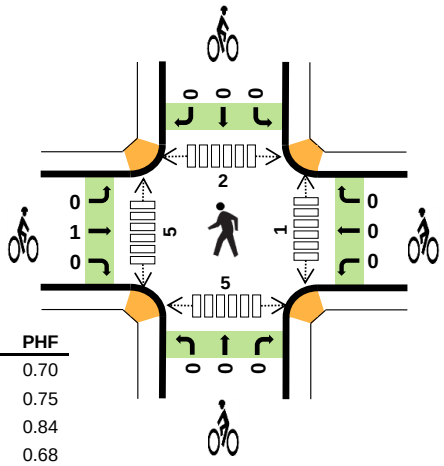

**Figure TRA-6**
**Cumulative Plus Project Traffic Volumes**

# Traffic Counts

# Sheryl Dr
# College Dr




**Date: 05/12/2015**
**Count Period: 7:00 AM to 9:00 AM**
**Peak Hour: 7:30 AM to 8:30 AM**




| | HV %: | PHF |
|---|---|---|
| EB | 4.1% | 0.70 |
| WB | 1.3% | 0.75 |
| NB | 3.1% | 0.84 |
| SB | 2.0% | 0.68 |
| TOTAL | 2.1% | 0.77 |

## Two-Hour Count Summaries

| Interval Start | | College Dr Eastbound | | | | College Dr Westbound | | | | Allen Dr Northbound | | | | Sheryl Dr Southbound | | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 7:00 AM | | 0 | 1 | 20 | 0 | 4 | 2 | 11 | 0 | 0 | 0 | 0 | 26 | 0 | 5 | 1 | 1 | 71 | 0 |
| 7:15 AM | | 0 | 0 | 20 | 1 | 2 | 4 | 37 | 1 | 0 | 4 | 0 | 21 | 0 | 18 | 0 | 0 | 108 | 0 |
| **7:30 AM** | | **0** | **0** | **31** | **0** | **2** | **5** | **58** | **1** | **0** | **0** | **0** | **28** | **0** | **18** | **1** | **0** | **144** | 0 |
| **7:45 AM** | | **0** | **2** | **40** | **1** | **0** | **9** | **137** | **1** | **0** | **3** | **0** | **26** | **0** | **36** | **0** | **1** | **256** | 579 |
| **8:00 AM** | | **0** | **0** | **60** | **0** | **2** | **6** | **146** | **3** | **0** | **5** | **0** | **19** | **0** | **30** | **0** | **2** | **273** | 781 |
| **8:15 AM** | | **0** | **0** | **33** | **2** | **1** | **6** | **90** | **7** | **0** | **2** | **0** | **14** | **0** | **12** | **0** | **0** | **167** | **840** |
| 8:30 AM | | 0 | 0 | 32 | 1 | 1 | 3 | 59 | 1 | 0 | 0 | 0 | 19 | 0 | 7 | 1 | 0 | 124 | 820 |
| 8:45 AM | | 0 | 0 | 34 | 2 | 0 | 4 | 86 | 2 | 0 | 0 | 0 | 18 | 0 | 14 | 0 | 2 | 162 | 726 |
| Count Total | | 0 | 3 | 270 | 7 | 12 | 39 | 624 | 16 | 0 | 14 | 0 | 171 | 0 | 140 | 3 | 6 | 1,305 | 0 |
| **Peak Hour** | **All** | **0** | **2** | **164** | **3** | **5** | **26** | **431** | **12** | **0** | **10** | **0** | **87** | **0** | **96** | **1** | **3** | **840** | **0** |
| | **HV** | **0** | **0** | **5** | **2** | **0** | **1** | **5** | **0** | **0** | **2** | **0** | **1** | **0** | **2** | **0** | **0** | **18** | **0** |
| | **HV%** | **-** | **0%** | **3%** | **67%** | **0%** | **4%** | **1%** | **0%** | **-** | **20%** | **-** | **1%** | **-** | **2%** | **0%** | **0%** | **2%** | **0** |

*Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.*

| Interval Start | Heavy Vehicle Totals | | | | | Bicycles | | | | | Pedestrians (Crossing Leg) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | Total | EB | WB | NB | SB | Total | East | West | North | South | Total |
| 7:00 AM | 2 | 2 | 0 | 0 | *4* | 0 | 0 | 0 | 0 | *0* | 0 | 1 | 0 | 1 | *2* |
| 7:15 AM | 3 | 3 | 2 | 0 | *8* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| **7:30 AM** | **1** | **2** | **0** | **0** | ***3*** | **1** | **0** | **0** | **0** | ***1*** | **1** | **0** | **1** | **0** | *2* |
| **7:45 AM** | **2** | **1** | **1** | **2** | ***6*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **3** | **0** | **3** | *6* |
| **8:00 AM** | **2** | **1** | **1** | **0** | ***4*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **8:15 AM** | **2** | **2** | **1** | **0** | ***5*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **2** | **1** | **2** | ***5*** |
| 8:30 AM | 3 | 2 | 0 | 0 | *5* | 0 | 1 | 0 | 0 | *1* | 0 | 1 | 0 | 1 | *2* |
| 8:45 AM | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* | 1 | 2 | 1 | 1 | *5* |
| Count Total | 15 | 13 | 5 | 2 | *35* | 1 | 1 | 0 | 0 | *2* | 2 | 9 | 3 | 8 | *22* |
| **Peak Hour** | **7** | **6** | **3** | **2** | ***18*** | **1** | **0** | **0** | **0** | ***1*** | **1** | **5** | **2** | **5** | ***13*** |

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## Two-Hour Count Summaries - Heavy Vehicles

| Interval Start | College Dr Eastbound | | | | College Dr Westbound | | | | Allen Dr Northbound | | | | Sheryl Dr Southbound | | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 7:00 AM | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 |
| 7:15 AM | 0 | 0 | 2 | 1 | 0 | 0 | 2 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 |
| **7:30 AM** | **0** | **0** | **1** | **0** | **0** | **0** | **2** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **3** | 0 |
| **7:45 AM** | **0** | **0** | **1** | **1** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **2** | **0** | **0** | **6** | 21 |
| **8:00 AM** | **0** | **0** | **2** | **0** | **0** | **0** | **1** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **4** | 21 |
| **8:15 AM** | **0** | **0** | **1** | **1** | **0** | **0** | **2** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **5** | **18** |
| 8:30 AM | 0 | 0 | 3 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 20 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| Count Total | 0 | 0 | 12 | 3 | 0 | 1 | 11 | 1 | 0 | 4 | 0 | 1 | 0 | 2 | 0 | 0 | 35 | 0 |
| **Peak Hour** | **0** | **0** | **5** | **2** | **0** | **1** | **5** | **0** | **0** | **2** | **0** | **1** | **0** | **2** | **0** | **0** | **18** | **0** |

## Two-Hour Count Summaries - Bikes

| Interval Start | College Dr Eastbound | | | College Dr Westbound | | | Allen Dr Northbound | | | Sheryl Dr Southbound | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT | | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **7:30 AM** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | 0 |
| **7:45 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | 1 |
| **8:00 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | 1 |
| **8:15 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** |
| 8:30 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Count Total | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |
| **Peak Hour** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** |

*Note: U-Turn volumes for bikes are included in Left-Turn, if any.*

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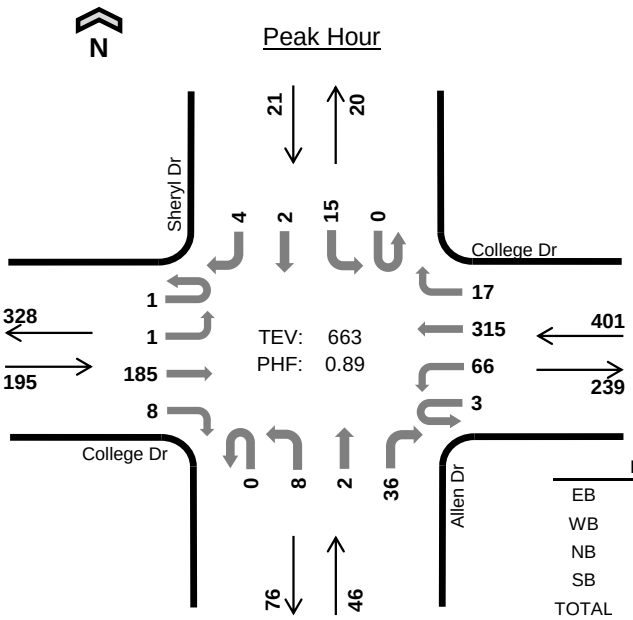
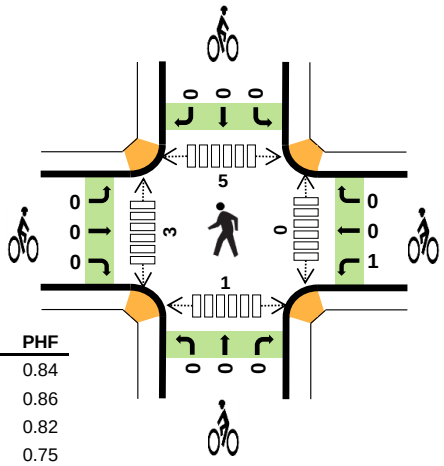
# Sheryl Dr
# College Dr




**Date: 05/12/2015**
**Count Period: 4:00 PM to 6:00 PM**
**Peak Hour: 5:00 PM to 6:00 PM**

| | HV %: | PHF |
|---|---|---|
| EB | 2.1% | 0.84 |
| WB | 0.8% | 0.86 |
| NB | 4.3% | 0.82 |
| SB | 0.0% | 0.75 |
| TOTAL | 1.4% | 0.89 |

## Two-Hour Count Summaries

| Interval Start | | College Dr Eastbound | | | | College Dr Westbound | | | | Allen Dr Northbound | | | | Sheryl Dr Southbound | | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 4:00 PM | | 0 | 1 | 52 | 0 | 0 | 7 | 48 | 6 | 0 | 1 | 0 | 11 | 0 | 2 | 0 | 2 | 130 | 0 |
| 4:15 PM | | 0 | 1 | 39 | 3 | 2 | 20 | 47 | 1 | 0 | 0 | 0 | 4 | 0 | 7 | 3 | 1 | 128 | 0 |
| 4:30 PM | | 0 | 1 | 58 | 3 | 0 | 20 | 38 | 4 | 0 | 3 | 2 | 12 | 0 | 7 | 2 | 0 | 150 | 0 |
| 4:45 PM | | 0 | 0 | 49 | 1 | 2 | 9 | 61 | 7 | 0 | 0 | 2 | 7 | 0 | 8 | 0 | 1 | 147 | 555 |
| **5:00 PM** | | **0** | **1** | **55** | **2** | **0** | **9** | **65** | **4** | **0** | **3** | **0** | **6** | **0** | **6** | **0** | **1** | **152** | 577 |
| **5:15 PM** | | **0** | **0** | **34** | **3** | **2** | **17** | **73** | **3** | **0** | **2** | **0** | **12** | **0** | **4** | **1** | **0** | **151** | 600 |
| **5:30 PM** | | **1** | **0** | **40** | **2** | **1** | **22** | **83** | **6** | **0** | **3** | **0** | **11** | **0** | **3** | **0** | **2** | **174** | 624 |
| **5:45 PM** | | **0** | **0** | **56** | **1** | **0** | **18** | **94** | **4** | **0** | **0** | **2** | **7** | **0** | **2** | **1** | **1** | **186** | **663** |
| Count Total | | 1 | 4 | 383 | 15 | 7 | 122 | 509 | 35 | 0 | 12 | 6 | 70 | 0 | 39 | 7 | 8 | 1,218 | 0 |
| **Peak Hour** | **All** | **1** | **1** | **185** | **8** | **3** | **66** | **315** | **17** | **0** | **8** | **2** | **36** | **0** | **15** | **2** | **4** | **663** | **0** |
| | **HV** | **0** | **0** | **2** | **2** | **0** | **0** | **3** | **0** | **0** | **2** | **0** | **0** | **0** | **0** | **0** | **0** | **9** | **0** |
| | **HV%** | **0%** | **0%** | **1%** | **25%** | **0%** | **0%** | **1%** | **0%** | **-** | **25%** | **0%** | **0%** | **-** | **0%** | **0%** | **0%** | **1%** | **0** |

*Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.*

| Interval Start | Heavy Vehicle Totals | | | | | Bicycles | | | | | Pedestrians (Crossing Leg) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | Total | EB | WB | NB | SB | Total | East | West | North | South | Total |
| 4:00 PM | 1 | 2 | 1 | 0 | *4* | 0 | 0 | 0 | 0 | *0* | 1 | 0 | 1 | 0 | *2* |
| 4:15 PM | 2 | 1 | 0 | 0 | *3* | 0 | 0 | 0 | 0 | *0* | 0 | 1 | 4 | 0 | *5* |
| 4:30 PM | 0 | 1 | 2 | 0 | *3* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 3 | 0 | *3* |
| 4:45 PM | 2 | 0 | 0 | 0 | *2* | 0 | 1 | 0 | 0 | *1* | 0 | 0 | 0 | 0 | *0* |
| **5:00 PM** | **0** | **1** | **1** | **0** | ***2*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **1** | **2** | **0** | *3* |
| **5:15 PM** | **2** | **0** | **0** | **0** | ***2*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **1** | **0** | **1** | *2* |
| **5:30 PM** | **0** | **2** | **1** | **0** | ***3*** | **0** | **1** | **0** | **0** | ***1*** | **0** | **1** | **2** | **0** | *3* |
| **5:45 PM** | **2** | **0** | **0** | **0** | ***2*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **1** | **0** | ***1*** |
| Count Total | 9 | 7 | 5 | 0 | *21* | 0 | 2 | 0 | 0 | *2* | 1 | 4 | 13 | 1 | *19* |
| **Peak Hour** | **4** | **3** | **2** | **0** | ***9*** | **0** | **1** | **0** | **0** | ***1*** | **0** | **3** | **5** | **1** | ***9*** |

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## Two-Hour Count Summaries - Heavy Vehicles

| Interval Start | College Dr Eastbound | | | | College Dr Westbound | | | | Allen Dr Northbound | | | | Sheryl Dr Southbound | | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 4:00 PM | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 |
| 4:15 PM | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 0 |
| 4:45 PM | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 12 |
| **5:00 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | 10 |
| **5:15 PM** | **0** | **0** | **1** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | 9 |
| **5:30 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **3** | 9 |
| **5:45 PM** | **0** | **0** | **1** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **9** |
| Count Total | 0 | 0 | 5 | 4 | 0 | 1 | 6 | 0 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 21 | 0 |
| **Peak Hour** | **0** | **0** | **2** | **2** | **0** | **0** | **3** | **0** | **0** | **2** | **0** | **0** | **0** | **0** | **0** | **0** | **9** | **0** |

## Two-Hour Count Summaries - Bikes

| Interval Start | College Dr Eastbound | | | College Dr Westbound | | | Allen Dr Northbound | | | Sheryl Dr Southbound | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT | | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| **5:00 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | 1 |
| **5:15 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | 1 |
| **5:30 PM** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | 2 |
| **5:45 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** |
| Count Total | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |
| **Peak Hour** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** |

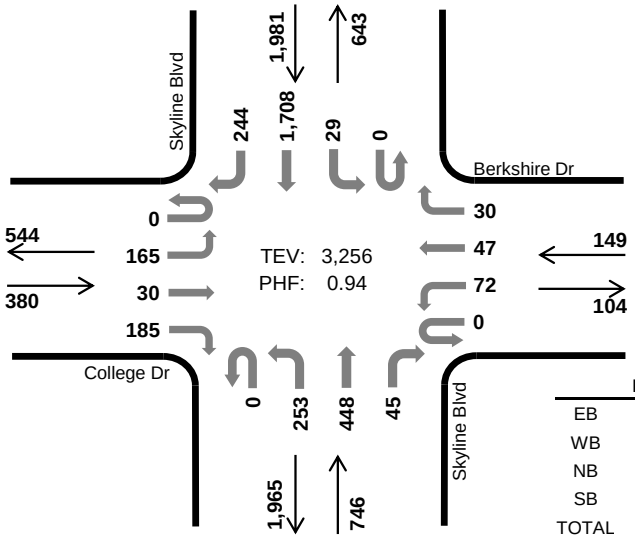
*Note: U-Turn volumes for bikes are included in Left-Turn, if any.*

**Deon Fouche**: 415 - 757 - 7714 Deon.fouche@idaxdata.com

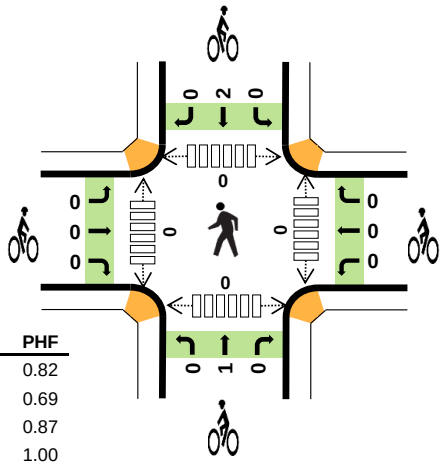
# Skyline Blvd
# Berkshire Dr

**Date: 05/12/2015**
**Count Period: 7:00 AM to 9:00 AM**
**Peak Hour: 7:45 AM to 8:45 AM**

Peak Hour




| | HV % | PHF |
|---|---|---|
| EB | 2.9% | 0.82 |
| WB | 0.7% | 0.69 |
| NB | 0.9% | 0.87 |
| SB | 1.0% | 1.00 |
| TOTAL | 1.2% | 0.94 |



## Two-Hour Count Summaries

| Interval Start | College Dr Eastbound | | | | Berkshire Dr Westbound | | | | Skyline Blvd Northbound | | | | Skyline Blvd Southbound | | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 7:00 AM | 0 | 26 | 4 | 47 | 0 | 12 | 2 | 5 | 0 | 8 | 58 | 0 | 0 | 2 | 375 | 14 | 553 | 0 |
| 7:15 AM | 0 | 31 | 5 | 47 | 0 | 13 | 4 | 3 | 0 | 23 | 76 | 4 | 0 | 8 | 377 | 26 | 617 | 0 |
| 7:30 AM | 0 | 32 | 15 | 51 | 0 | 15 | 5 | 3 | 0 | 39 | 97 | 6 | 0 | 4 | 399 | 41 | 707 | 0 |
| **7:45 AM** | **0** | **44** | **7** | **47** | **0** | **22** | **12** | **4** | **0** | **73** | **130** | **12** | **0** | **7** | **403** | **86** | **847** | 2,724 |
| **8:00 AM** | **0** | **46** | **10** | **60** | **0** | **25** | **17** | **12** | **0** | **89** | **94** | **15** | **0** | **12** | **417** | **65** | **862** | 3,033 |
| **8:15 AM** | **0** | **37** | **10** | **52** | **0** | **13** | **16** | **7** | **0** | **53** | **111** | **10** | **0** | **2** | **437** | **56** | **804** | 3,220 |
| **8:30 AM** | **0** | **38** | **3** | **26** | **0** | **12** | **2** | **7** | **0** | **38** | **113** | **8** | **0** | **8** | **451** | **37** | **743** | **3,256** |
| 8:45 AM | 0 | 37 | 4 | 35 | 0 | 17 | 8 | 7 | 0 | 54 | 102 | 9 | 2 | 5 | 314 | 42 | 636 | 3,045 |
| Count Total | 0 | 291 | 58 | 365 | 0 | 129 | 66 | 48 | 0 | 377 | 781 | 64 | 2 | 48 | 3,173 | 367 | 5,769 | 0 |
| **Peak Hour All** | **0** | **165** | **30** | **185** | **0** | **72** | **47** | **30** | **0** | **253** | **448** | **45** | **0** | **29** | **1,708** | **244** | **3,256** | **0** |
| **Peak Hour HV** | **0** | **6** | **1** | **4** | **0** | **1** | **0** | **0** | **0** | **3** | **4** | **0** | **0** | **1** | **13** | **5** | **38** | **0** |
| **Peak Hour HV%** | **-** | **4%** | **3%** | **2%** | **-** | **1%** | **0%** | **0%** | **-** | **1%** | **1%** | **0%** | **-** | **3%** | **1%** | **2%** | **1%** | **0** |

*Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.*

| Interval Start | Heavy Vehicle Totals | | | | | Bicycles | | | | | Pedestrians (Crossing Leg) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | Total | EB | WB | NB | SB | Total | East | West | North | South | Total |
| 7:00 AM | 2 | 0 | 3 | 4 | *9* | 1 | 0 | 0 | 3 | *4* | 0 | 0 | 0 | 1 | *1* |
| 7:15 AM | 2 | 0 | 6 | 3 | *11* | 0 | 0 | 0 | 4 | *4* | 0 | 0 | 0 | 0 | *0* |
| 7:30 AM | 2 | 0 | 1 | 2 | *5* | 0 | 0 | 0 | 4 | *4* | 0 | 0 | 0 | 1 | *1* |
| **7:45 AM** | **4** | **0** | **2** | **3** | ***9*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **8:00 AM** | **2** | **0** | **1** | **4** | ***7*** | **0** | **0** | **0** | **1** | ***1*** | **0** | **0** | **0** | **0** | *0* |
| **8:15 AM** | **1** | **0** | **2** | **4** | ***7*** | **0** | **0** | **1** | **1** | ***2*** | **0** | **0** | **0** | **0** | *0* |
| **8:30 AM** | **4** | **1** | **2** | **8** | ***15*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | ***0*** |
| 8:45 AM | 0 | 0 | 2 | 3 | *5* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| Count Total | 17 | 1 | 19 | 31 | *68* | 1 | 0 | 1 | 13 | *15* | 0 | 0 | 0 | 2 | *2* |
| **Peak Hour** | **11** | **1** | **7** | **19** | ***38*** | **0** | **0** | **1** | **2** | ***3*** | **0** | **0** | **0** | **0** | ***0*** |

**Deon Fouche**: 415 - 757 - 7714 Deon.fouche@idaxdata.com

## Two-Hour Count Summaries - Heavy Vehicles

| Interval Start | College Dr | | | | Berkshire Dr | | | | Skyline Blvd | | | | Skyline Blvd | | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | | |
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 7:00 AM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 3 | 1 | 9 | 0 |
| 7:15 AM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 0 | 0 | 1 | 0 | 2 | 11 | 0 |
| 7:30 AM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 5 | 0 |
| **7:45 AM** | **0** | **3** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **1** | **1** | **0** | **0** | **0** | **2** | **1** | **9** | 34 |
| **8:00 AM** | **0** | **0** | **0** | **2** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **3** | **1** | **7** | 32 |
| **8:15 AM** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **0** | **0** | **0** | **0** | **3** | **1** | **7** | 28 |
| **8:30 AM** | **0** | **2** | **1** | **1** | **0** | **1** | **0** | **0** | **0** | **0** | **2** | **0** | **0** | **1** | **5** | **2** | **15** | **38** |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 3 | 0 | 5 | 34 |
| Count Total | 0 | 11 | 1 | 5 | 0 | 1 | 0 | 0 | 0 | 7 | 12 | 0 | 0 | 2 | 20 | 9 | 68 | 0 |
| **Peak Hour** | **0** | **6** | **1** | **4** | **0** | **1** | **0** | **0** | **0** | **3** | **4** | **0** | **0** | **1** | **13** | **5** | **38** | **0** |

## Two-Hour Count Summaries - Bikes

| Interval Start | College Dr | | | Berkshire Dr | | | Skyline Blvd | | | Skyline Blvd | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | Westbound | | | Northbound | | | Southbound | | | | |
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT | | |
| 7:00 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 4 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 0 |
| **7:45 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | 12 |
| **8:00 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **1** | 9 |
| **8:15 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **1** | **0** | **2** | 7 |
| **8:30 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **3** |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Count Total | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 13 | 0 | 15 | 0 |
| **Peak Hour** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **2** | **0** | **3** | **0** |

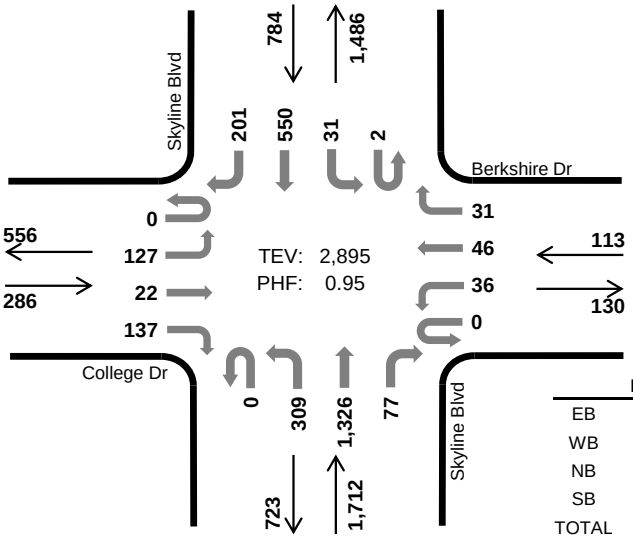
*Note: U-Turn volumes for bikes are included in Left-Turn, if any.*

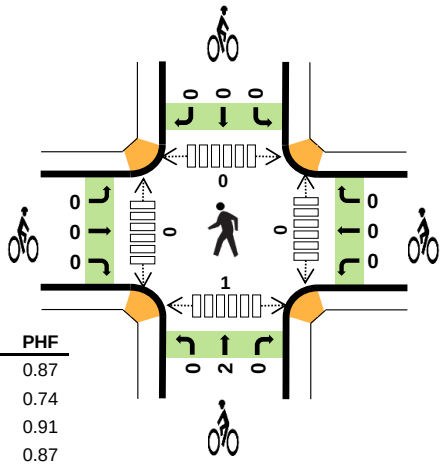
**Deon Fouche**: 415 - 757 - 7714 Deon.fouche@idaxdata.com

# Skyline Blvd
# Berkshire Dr

Peak Hour

**Date: 05/12/2015**
**Count Period: 4:00 PM to 6:00 PM**
**Peak Hour: 5:00 PM to 6:00 PM**




| | HV %: | PHF |
|---|---|---|
| EB | 0.7% | 0.87 |
| WB | 0.9% | 0.74 |
| NB | 0.2% | 0.91 |
| SB | 0.8% | 0.87 |
| TOTAL | 0.4% | 0.95 |

## Two-Hour Count Summaries

| Interval Start | | College Dr Eastbound | | | | Berkshire Dr Westbound | | | | Skyline Blvd Northbound | | | | Skyline Blvd Southbound | | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 4:00 PM | | 0 | 34 | 10 | 33 | 0 | 4 | 10 | 7 | 0 | 49 | 222 | 17 | 0 | 8 | 122 | 26 | 542 | 0 |
| 4:15 PM | | 0 | 36 | 4 | 28 | 0 | 6 | 9 | 8 | 0 | 48 | 256 | 17 | 1 | 7 | 110 | 37 | 567 | 0 |
| 4:30 PM | | 0 | 34 | 9 | 41 | 0 | 8 | 5 | 7 | 0 | 61 | 293 | 17 | 0 | 9 | 104 | 29 | 617 | 0 |
| 4:45 PM | | 0 | 31 | 4 | 39 | 0 | 18 | 8 | 8 | 0 | 58 | 318 | 17 | 0 | 6 | 130 | 37 | 674 | 2,400 |
| **5:00 PM** | | **0** | **30** | **4** | **36** | **0** | **9** | **9** | **8** | **0** | **57** | **326** | **19** | **1** | **6** | **127** | **32** | **664** | 2,522 |
| **5:15 PM** | | **0** | **27** | **8** | **32** | **0** | **4** | **10** | **6** | **0** | **95** | **321** | **19** | **0** | **7** | **156** | **45** | **730** | 2,685 |
| **5:30 PM** | | **0** | **30** | **4** | **33** | **0** | **13** | **17** | **8** | **0** | **81** | **368** | **19** | **1** | **6** | **132** | **46** | **758** | 2,826 |
| **5:45 PM** | | **0** | **40** | **6** | **36** | **0** | **10** | **10** | **9** | **0** | **76** | **311** | **20** | **0** | **12** | **135** | **78** | **743** | **2,895** |
| Count Total | | 0 | 262 | 49 | 278 | 0 | 72 | 78 | 61 | 0 | 525 | 2,415 | 145 | 3 | 61 | 1,016 | 330 | 5,295 | 0 |
| **Peak Hour** | **All** | **0** | **127** | **22** | **137** | **0** | **36** | **46** | **31** | **0** | **309** | **1,326** | **77** | **2** | **31** | **550** | **201** | **2,895** | **0** |
| | **HV** | **0** | **2** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **1** | **2** | **0** | **0** | **0** | **2** | **4** | **12** | **0** |
| | **HV%** | **-** | **2%** | **0%** | **0%** | **-** | **0%** | **0%** | **3%** | **-** | **0%** | **0%** | **0%** | **0%** | **0%** | **0%** | **2%** | **0%** | **0** |

*Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.*

| Interval Start | Heavy Vehicle Totals | | | | | Bicycles | | | | | Pedestrians (Crossing Leg) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | Total | EB | WB | NB | SB | Total | East | West | North | South | Total |
| 4:00 PM | 0 | 1 | 2 | 4 | *7* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 4:15 PM | 2 | 0 | 1 | 2 | *5* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 4:30 PM | 1 | 0 | 0 | 2 | *3* | 1 | 0 | 0 | 0 | *1* | 0 | 0 | 0 | 0 | *0* |
| 4:45 PM | 1 | 0 | 3 | 1 | *5* | 0 | 0 | 1 | 0 | *1* | 0 | 0 | 0 | 1 | *1* |
| **5:00 PM** | **0** | **0** | **0** | **1** | ***1*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **5:15 PM** | **1** | **0** | **1** | **3** | ***5*** | **0** | **0** | **1** | **0** | ***1*** | **0** | **0** | **0** | **1** | *1* |
| **5:30 PM** | **0** | **0** | **0** | **2** | ***2*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **5:45 PM** | **1** | **1** | **2** | **0** | ***4*** | **0** | **0** | **1** | **0** | ***1*** | **0** | **0** | **0** | **0** | ***0*** |
| Count Total | 6 | 2 | 9 | 15 | *32* | 1 | 0 | 3 | 0 | *4* | 0 | 0 | 0 | 2 | *2* |
| **Peak Hour** | **2** | **1** | **3** | **6** | ***12*** | **0** | **0** | **2** | **0** | ***2*** | **0** | **0** | **0** | **1** | ***1*** |

**Deon Fouche**: 415 - 757 - 7714 Deon.fouche@idaxdata.com

## Two-Hour Count Summaries - Heavy Vehicles

| Interval Start | College Dr | | | | Berkshire Dr | | | | Skyline Blvd | | | | Skyline Blvd | | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | | |
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 3 | 1 | 7 | 0 |
| 4:15 PM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 5 | 0 |
| 4:30 PM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 3 | 0 |
| 4:45 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 5 | 20 |
| **5:00 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **1** | 14 |
| **5:15 PM** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **2** | **1** | **5** | 14 |
| **5:30 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **2** | 13 |
| **5:45 PM** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **1** | **1** | **0** | **0** | **0** | **0** | **0** | **4** | **12** |
| Count Total | 0 | 5 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 3 | 5 | 1 | 0 | 0 | 8 | 7 | 32 | 0 |
| **Peak Hour** | **0** | **2** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **1** | **2** | **0** | **0** | **0** | **2** | **4** | **12** | **0** |

## Two-Hour Count Summaries - Bikes

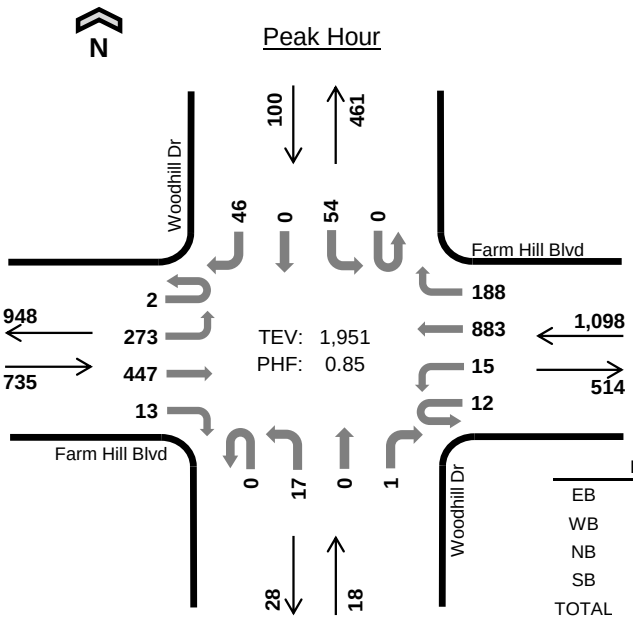
| Interval Start | College Dr | | | Berkshire Dr | | | Skyline Blvd | | | Skyline Blvd | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | Westbound | | | Northbound | | | Southbound | | | | |
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT | | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 2 |
| **5:00 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | 2 |
| **5:15 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **1** | 3 |
| **5:30 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | 2 |
| **5:45 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **1** | **2** |
| Count Total | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 4 | 0 |
| **Peak Hour** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **0** | **0** | **0** | **0** | **2** | **0** |

*Note: U-Turn volumes for bikes are included in Left-Turn, if any.*

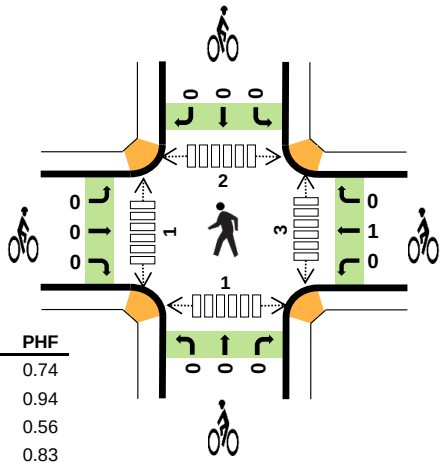
**Deon Fouche**: 415 - 757 - 7714 Deon.fouche@idaxdata.com

# Woodhill Dr
# Farm Hill Blvd

**Date: 05/12/2015**
**Count Period: 7:00 AM to 9:00 AM**
**Peak Hour: 7:30 AM to 8:30 AM**




| | HV %: | PHF |
|---|---|---|
| EB | 1.4% | 0.74 |
| WB | 1.0% | 0.94 |
| NB | 0.0% | 0.56 |
| SB | 6.0% | 0.83 |
| TOTAL | 1.4% | 0.85 |




## Two-Hour Count Summaries

| Interval Start | | Farm Hill Blvd Eastbound | | | | Farm Hill Blvd Westbound | | | | Woodhill Dr Northbound | | | | Woodhill Dr Southbound | | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 7:00 AM | | 1 | 13 | 50 | 0 | 3 | 0 | 135 | 6 | 0 | 2 | 0 | 0 | 0 | 6 | 0 | 14 | 230 | 0 |
| 7:15 AM | | 0 | 16 | 86 | 0 | 1 | 1 | 206 | 6 | 0 | 8 | 0 | 2 | 0 | 4 | 0 | 11 | 341 | 0 |
| **7:30 AM** | | **0** | **27** | **67** | **2** | **4** | **2** | **242** | **16** | **0** | **3** | **0** | **0** | **0** | **8** | **0** | **10** | **381** | 0 |
| **7:45 AM** | | **1** | **67** | **121** | **4** | **2** | **3** | **219** | **43** | **0** | **8** | **0** | **0** | **0** | **11** | **0** | **13** | **492** | 1,444 |
| **8:00 AM** | | **0** | **109** | **137** | **3** | **2** | **3** | **217** | **71** | **0** | **3** | **0** | **1** | **0** | **19** | **0** | **9** | **574** | 1,788 |
| **8:15 AM** | | **1** | **70** | **122** | **4** | **4** | **7** | **205** | **58** | **0** | **3** | **0** | **0** | **0** | **16** | **0** | **14** | **504** | **1,951** |
| 8:30 AM | | 0 | 48 | 98 | 3 | 3 | 3 | 163 | 28 | 0 | 8 | 0 | 0 | 0 | 7 | 0 | 13 | 374 | 1,944 |
| 8:45 AM | | 0 | 51 | 108 | 3 | 3 | 0 | 134 | 14 | 0 | 5 | 0 | 0 | 0 | 8 | 0 | 8 | 334 | 1,786 |
| Count Total | | 3 | 401 | 789 | 19 | 22 | 19 | 1,521 | 242 | 0 | 40 | 0 | 3 | 0 | 79 | 0 | 92 | 3,230 | 0 |
| **Peak Hour** | **All** | **2** | **273** | **447** | **13** | **12** | **15** | **883** | **188** | **0** | **17** | **0** | **1** | **0** | **54** | **0** | **46** | **1,951** | **0** |
| | **HV** | **1** | **5** | **4** | **0** | **0** | **0** | **5** | **6** | **0** | **0** | **0** | **0** | **0** | **4** | **0** | **2** | **27** | **0** |
| | **HV%** | **50%** | **2%** | **1%** | **0%** | **0%** | **0%** | **1%** | **3%** | **-** | **0%** | **-** | **0%** | **-** | **7%** | **-** | **4%** | **1%** | **0** |

*Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.*

| Interval Start | Heavy Vehicle Totals | | | | | Bicycles | | | | | Pedestrians (Crossing Leg) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | Total | EB | WB | NB | SB | Total | East | West | North | South | Total |
| 7:00 AM | 1 | 1 | 0 | 2 | *4* | 0 | 0 | 0 | 0 | *0* | 1 | 0 | 1 | 1 | *3* |
| 7:15 AM | 3 | 0 | 0 | 1 | *4* | 0 | 0 | 0 | 0 | *0* | 1 | 0 | 0 | 1 | *2* |
| **7:30 AM** | **0** | **3** | **0** | **1** | ***4*** | **0** | **1** | **0** | **0** | ***1*** | **1** | **1** | **0** | **0** | *2* |
| **7:45 AM** | **5** | **1** | **0** | **1** | ***7*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **2** | **0** | *2* |
| **8:00 AM** | **4** | **3** | **0** | **2** | ***9*** | **0** | **0** | **0** | **0** | ***0*** | **1** | **0** | **0** | **1** | *2* |
| **8:15 AM** | **1** | **4** | **0** | **2** | ***7*** | **0** | **0** | **0** | **0** | ***0*** | **1** | **0** | **0** | **0** | ***1*** |
| 8:30 AM | 1 | 1 | 0 | 1 | *3* | 0 | 0 | 0 | 0 | *0* | 1 | 0 | 0 | 1 | *2* |
| 8:45 AM | 1 | 7 | 0 | 0 | *8* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| Count Total | 16 | 20 | 0 | 10 | *46* | 0 | 1 | 0 | 0 | *1* | 6 | 1 | 3 | 4 | *14* |
| **Peak Hour** | **10** | **11** | **0** | **6** | ***27*** | **0** | **1** | **0** | **0** | ***1*** | **3** | **1** | **2** | **1** | ***7*** |

**Deon Fouche**: 415 - 757 - 7714 Deon.fouche@idaxdata.com

## Two-Hour Count Summaries - Heavy Vehicles

| Interval Start | Farm Hill Blvd | | | | Farm Hill Blvd | | | | Woodhill Dr | | | | Woodhill Dr | | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | | |
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 7:00 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 0 |
| 7:15 AM | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 4 | 0 |
| **7:30 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **2** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **4** | 0 |
| **7:45 AM** | **1** | **1** | **3** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **7** | 19 |
| **8:00 AM** | **0** | **4** | **0** | **0** | **0** | **0** | **1** | **2** | **0** | **0** | **0** | **0** | **0** | **2** | **0** | **0** | **9** | 24 |
| **8:15 AM** | **0** | **0** | **1** | **0** | **0** | **0** | **3** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **7** | **27** |
| 8:30 AM | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 26 |
| 8:45 AM | 0 | 1 | 0 | 0 | 0 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 27 |
| Count Total | 1 | 7 | 8 | 0 | 0 | 0 | 12 | 8 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 4 | 46 | 0 |
| **Peak Hour** | **1** | **5** | **4** | **0** | **0** | **0** | **5** | **6** | **0** | **0** | **0** | **0** | **0** | **4** | **0** | **2** | **27** | **0** |

## Two-Hour Count Summaries - Bikes

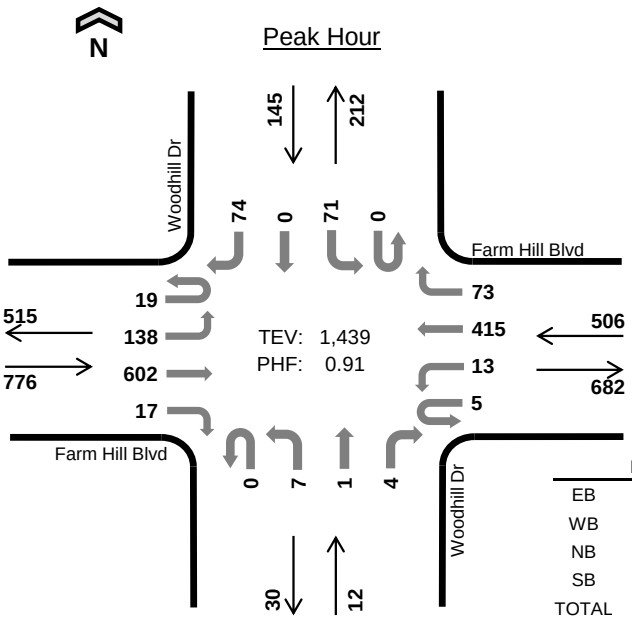
| Interval Start | Farm Hill Blvd | | | Farm Hill Blvd | | | Woodhill Dr | | | Woodhill Dr | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | Westbound | | | Northbound | | | Southbound | | | | |
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT | | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **7:30 AM** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | 0 |
| **7:45 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | 1 |
| **8:00 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | 1 |
| **8:15 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Count Total | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| **Peak Hour** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** |

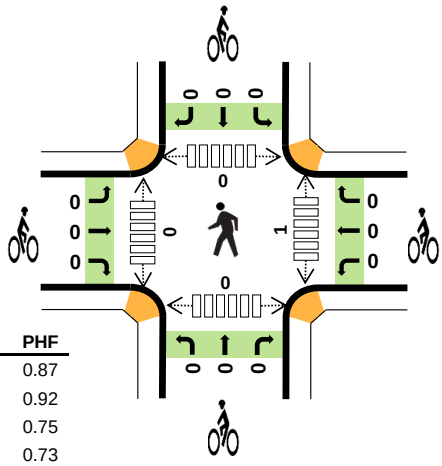
*Note: U-Turn volumes for bikes are included in Left-Turn, if any.*

**Deon Fouche**: 415 - 757 - 7714 Deon.fouche@idaxdata.com

# Woodhill Dr
# Farm Hill Blvd

**Date: 05/12/2015**
**Count Period: 4:00 PM to 6:00 PM**
**Peak Hour: 5:00 PM to 6:00 PM**



| | HV %: | PHF |
|---|---|---|
| EB | 0.0% | 0.87 |
| WB | 0.6% | 0.92 |
| NB | 0.0% | 0.75 |
| SB | 1.4% | 0.73 |
| TOTAL | 0.3% | 0.91 |

## Two-Hour Count Summaries

| Interval Start | | Farm Hill Blvd Eastbound | | | | Farm Hill Blvd Westbound | | | | Woodhill Dr Northbound | | | | Woodhill Dr Southbound | | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 4:00 PM | | 5 | 26 | 100 | 2 | 1 | 4 | 95 | 12 | 0 | 3 | 0 | 0 | 0 | 18 | 1 | 18 | 285 | 0 |
| 4:15 PM | | 1 | 17 | 131 | 5 | 4 | 1 | 80 | 11 | 0 | 0 | 1 | 0 | 0 | 19 | 0 | 24 | 294 | 0 |
| 4:30 PM | | 0 | 25 | 145 | 5 | 1 | 2 | 92 | 15 | 0 | 1 | 0 | 0 | 0 | 16 | 0 | 21 | 323 | 0 |
| 4:45 PM | | 3 | 20 | 151 | 4 | 0 | 6 | 91 | 17 | 0 | 1 | 0 | 0 | 0 | 19 | 0 | 25 | 337 | 1,239 |
| **5:00 PM** | | **0** | **20** | **133** | **4** | **1** | **3** | **101** | **8** | **0** | **2** | **0** | **2** | **0** | **27** | **0** | **23** | **324** | 1,278 |
| **5:15 PM** | | **9** | **32** | **139** | **3** | **2** | **4** | **108** | **18** | **0** | **1** | **0** | **1** | **0** | **18** | **0** | **12** | **347** | 1,331 |
| **5:30 PM** | | **9** | **43** | **156** | **5** | **0** | **4** | **98** | **21** | **0** | **2** | **1** | **1** | **0** | **12** | **0** | **19** | **371** | 1,379 |
| **5:45 PM** | | **1** | **43** | **174** | **5** | **2** | **2** | **108** | **26** | **0** | **2** | **0** | **0** | **0** | **14** | **0** | **20** | **397** | **1,439** |
| Count Total | | 28 | 226 | 1,129 | 33 | 11 | 26 | 773 | 128 | 0 | 12 | 2 | 4 | 0 | 143 | 1 | 162 | 2,678 | 0 |
| **Peak Hour** | **All** | **19** | **138** | **602** | **17** | **5** | **13** | **415** | **73** | **0** | **7** | **1** | **4** | **0** | **71** | **0** | **74** | **1,439** | **0** |
| | **HV** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **2** | **0** | **0** | **0** | **0** | **0** | **2** | **0** | **0** | **5** | **0** |
| | **HV%** | **0%** | **0%** | **0%** | **0%** | **0%** | **0%** | **0%** | **3%** | **-** | **0%** | **0%** | **0%** | **-** | **3%** | **-** | **0%** | **0%** | **0** |

*Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.*

| Interval Start | Heavy Vehicle Totals EB | WB | NB | SB | Total | Bicycles EB | WB | NB | SB | Total | Pedestrians (Crossing Leg) East | West | North | South | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4:00 PM | 1 | 3 | 0 | 0 | *4* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 4:15 PM | 1 | 2 | 0 | 1 | *4* | 0 | 0 | 0 | 0 | *0* | 1 | 0 | 0 | 0 | *1* |
| 4:30 PM | 0 | 1 | 0 | 1 | *2* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 4:45 PM | 1 | 1 | 0 | 2 | *4* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| **5:00 PM** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | ***0*** | **1** | **0** | **0** | **0** | *1* |
| **5:15 PM** | **0** | **2** | **0** | **1** | ***3*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **5:30 PM** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **5:45 PM** | **0** | **1** | **0** | **1** | ***2*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | ***0*** |
| Count Total | 3 | 10 | 0 | 6 | *19* | 0 | 0 | 0 | 0 | *0* | 2 | 0 | 0 | 0 | *2* |
| **Peak Hour** | **0** | **3** | **0** | **2** | ***5*** | **0** | **0** | **0** | **0** | ***0*** | **1** | **0** | **0** | **0** | ***1*** |

**Deon Fouche**: 415 - 757 - 7714 Deon.fouche@idaxdata.com

## Two-Hour Count Summaries - Heavy Vehicles

| Interval Start | Farm Hill Blvd | | | | Farm Hill Blvd | | | | Woodhill Dr | | | | Woodhill Dr | | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | | |
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 4:00 PM | 0 | 0 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 |
| 4:15 PM | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 4 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 |
| 4:45 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 4 | 14 |
| **5:00 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | 10 |
| **5:15 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **1** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **3** | 9 |
| **5:30 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | 7 |
| **5:45 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **2** | **5** |
| Count Total | 0 | 1 | 2 | 0 | 0 | 1 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 1 | 19 | 0 |
| **Peak Hour** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **2** | **0** | **0** | **0** | **0** | **0** | **2** | **0** | **0** | **5** | **0** |

## Two-Hour Count Summaries - Bikes

| Interval Start | Farm Hill Blvd | | | Farm Hill Blvd | | | Woodhill Dr | | | Woodhill Dr | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | Westbound | | | Northbound | | | Southbound | | | | |
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT | | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **5:00 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | 0 |
| **5:15 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | 0 |
| **5:30 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | 0 |
| **5:45 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| Count Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Peak Hour** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

*Note: U-Turn volumes for bikes are included in Left-Turn, if any.*

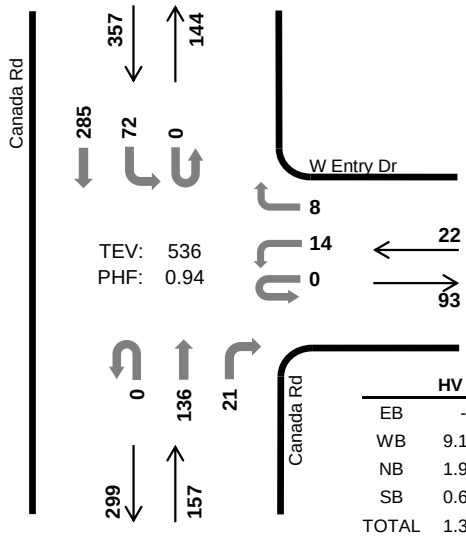
**Deon Fouche**: 415 - 757 - 7714 Deon.fouche@idaxdata.com

# Canada Rd
# W Entry Dr

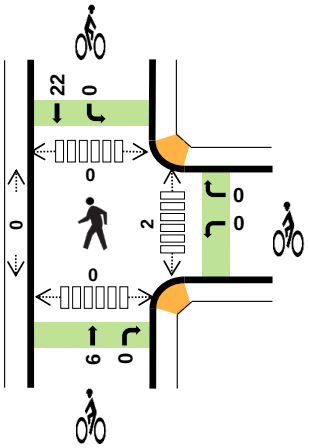
**Date: 05/12/2015**
**Count Period: 7:00 AM to 9:00 AM**
**Peak Hour: 7:30 AM to 8:30 AM**

N

Peak Hour




| | HV %: | PHF |
|---|---|---|
| EB | - | - |
| WB | 9.1% | 0.79 |
| NB | 1.9% | 0.71 |
| SB | 0.6% | 0.92 |
| TOTAL | 1.3% | 0.94 |




## Two-Hour Count Summaries

| Interval Start | | 0 Eastbound | | | | W Entry Dr Westbound | | | | Canada Rd Northbound | | | | Canada Rd Southbound | | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 7:00 AM | | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 17 | 4 | 0 | 3 | 32 | 0 | 58 | 0 |
| 7:15 AM | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 30 | 2 | 0 | 6 | 40 | 0 | 79 | 0 |
| **7:30 AM** | | **0** | **0** | **0** | **0** | **0** | **2** | **0** | **2** | **0** | **0** | **31** | **3** | **0** | **12** | **71** | **0** | **121** | 0 |
| **7:45 AM** | | **0** | **0** | **0** | **0** | **0** | **3** | **0** | **2** | **0** | **0** | **25** | **4** | **0** | **25** | **72** | **0** | **131** | 389 |
| **8:00 AM** | | **0** | **0** | **0** | **0** | **0** | **5** | **0** | **2** | **0** | **0** | **31** | **8** | **0** | **24** | **71** | **0** | **141** | 472 |
| **8:15 AM** | | **0** | **0** | **0** | **0** | **0** | **4** | **0** | **2** | **0** | **0** | **49** | **6** | **0** | **11** | **71** | **0** | **143** | **536** |
| 8:30 AM | | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 4 | 0 | 0 | 47 | 4 | 0 | 15 | 42 | 0 | 118 | 533 |
| 8:45 AM | | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 3 | 0 | 0 | 24 | 6 | 0 | 9 | 47 | 0 | 94 | 496 |
| Count Total | | 0 | 0 | 0 | 0 | 0 | 26 | 0 | 17 | 0 | 0 | 254 | 37 | 0 | 105 | 446 | 0 | 885 | 0 |
| **Peak Hour** | **All** | **0** | **0** | **0** | **0** | **0** | **14** | **0** | **8** | **0** | **0** | **136** | **21** | **0** | **72** | **285** | **0** | **536** | **0** |
| | **HV** | **0** | **0** | **0** | **0** | **0** | **2** | **0** | **0** | **0** | **0** | **3** | **0** | **0** | **0** | **2** | **0** | **7** | **0** |
| | **HV%** | **-** | **-** | **-** | **-** | **-** | **14%** | **-** | **0%** | **-** | **-** | **2%** | **0%** | **-** | **0%** | **1%** | **-** | **1%** | **0** |

*Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.*

| Interval Start | Heavy Vehicle Totals | | | | | Bicycles | | | | | Pedestrians (Crossing Leg) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | Total | EB | WB | NB | SB | Total | East | West | North | South | Total |
| 7:00 AM | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 6 | *6* | 0 | 0 | 0 | 0 | *0* |
| 7:15 AM | 0 | 0 | 1 | 0 | *1* | 0 | 0 | 1 | 2 | *3* | 1 | 0 | 1 | 0 | *2* |
| **7:30 AM** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **1** | **3** | ***4*** | **0** | **0** | **0** | **0** | *0* |
| **7:45 AM** | **0** | **0** | **1** | **2** | ***3*** | **0** | **0** | **1** | **7** | ***8*** | **1** | **0** | **0** | **0** | *1* |
| **8:00 AM** | **0** | **2** | **1** | **0** | ***3*** | **0** | **0** | **1** | **6** | ***7*** | **1** | **0** | **0** | **0** | *1* |
| **8:15 AM** | **0** | **0** | **1** | **0** | ***1*** | **0** | **0** | **3** | **6** | ***9*** | **0** | **0** | **0** | **0** | ***0*** |
| 8:30 AM | 0 | 0 | 2 | 0 | *2* | 0 | 0 | 2 | 3 | *5* | 1 | 0 | 0 | 0 | *1* |
| 8:45 AM | 0 | 0 | 0 | 2 | *2* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| Count Total | 0 | 2 | 6 | 4 | *12* | 0 | 0 | 9 | 33 | *42* | 4 | 0 | 1 | 0 | *5* |
| **Peak Hr** | **0** | **2** | **3** | **2** | ***7*** | **0** | **0** | **6** | **22** | ***28*** | **2** | **0** | **0** | **0** | ***2*** |

**Deon Fouche**: 415 - 757 - 7714 Deon.fouche@idaxdata.com

## Two-Hour Count Summaries - Heavy Vehicles

| Interval Start | 0 | | | | W Entry Dr | | | | Canada Rd | | | | Canada Rd | | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | | |
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| **7:30 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | 0 |
| **7:45 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **2** | **0** | **3** | 4 |
| **8:00 AM** | **0** | **0** | **0** | **0** | **0** | **2** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **3** | 7 |
| **8:15 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **1** | **7** |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 9 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 8 |
| Count Total | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 4 | 0 | 12 | 0 |
| **Peak Hour** | **0** | **0** | **0** | **0** | **0** | **2** | **0** | **0** | **0** | **0** | **3** | **0** | **0** | **0** | **2** | **0** | **7** | **0** |

## Two-Hour Count Summaries - Bikes

| Interval Start | 0 | | | W Entry Dr | | | Canada Rd | | | Canada Rd | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | Westbound | | | Northbound | | | Southbound | | | | |
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT | | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 6 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 3 | 0 |
| **7:30 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **3** | **0** | **4** | 0 |
| **7:45 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **7** | **0** | **8** | 21 |
| **8:00 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **6** | **0** | **7** | 22 |
| **8:15 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **3** | **0** | **0** | **6** | **0** | **9** | **28** |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 3 | 0 | 5 | 29 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| Count Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 33 | 0 | 42 | 0 |
| **Peak Hour** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **6** | **0** | **0** | **22** | **0** | **28** | **0** |

*Note: U-Turn volumes for bikes are included in Left-Turn, if any.*

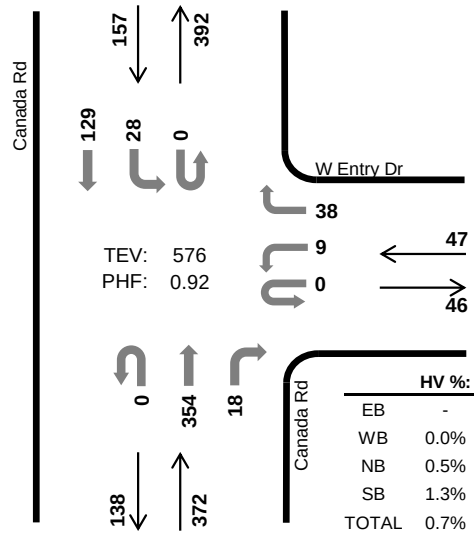
**Deon Fouche**: 415 - 757 - 7714 Deon.fouche@idaxdata.com

# Canada Rd
# W Entry Dr

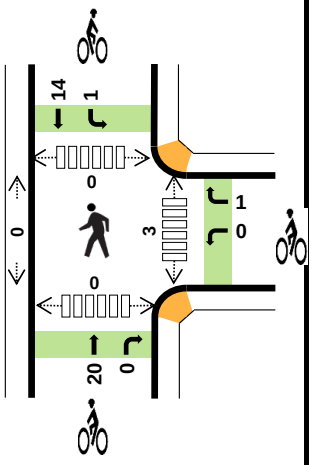
**Date: 05/12/2015**
**Count Period: 4:00 PM to 6:00 PM**
**Peak Hour: 5:00 PM to 6:00 PM**

N

Peak Hour




| | HV %: | PHF |
|---|---|---|
| EB | - | - |
| WB | 0.0% | 0.73 |
| NB | 0.5% | 0.93 |
| SB | 1.3% | 0.89 |
| TOTAL | 0.7% | 0.92 |




## Two-Hour Count Summaries

| Interval Start | 0 Eastbound | | | | W Entry Dr Westbound | | | | Canada Rd Northbound | | | | Canada Rd Southbound | | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 9 | 0 | 0 | 57 | 6 | 0 | 3 | 23 | 0 | 99 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 3 | 0 | 0 | 57 | 3 | 0 | 5 | 35 | 0 | 109 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 11 | 0 | 0 | 63 | 6 | 0 | 2 | 28 | 0 | 116 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 12 | 0 | 0 | 69 | 6 | 0 | 6 | 33 | 0 | 128 | 452 |
| **5:00 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **12** | **0** | **0** | **82** | **7** | **0** | **4** | **29** | **0** | **134** | 487 |
| **5:15 PM** | **0** | **0** | **0** | **0** | **0** | **3** | **0** | **8** | **0** | **0** | **92** | **4** | **0** | **9** | **31** | **0** | **147** | 525 |
| **5:30 PM** | **0** | **0** | **0** | **0** | **0** | **4** | **0** | **12** | **0** | **0** | **96** | **4** | **0** | **8** | **32** | **0** | **156** | 565 |
| **5:45 PM** | **0** | **0** | **0** | **0** | **0** | **2** | **0** | **6** | **0** | **0** | **84** | **3** | **0** | **7** | **37** | **0** | **139** | **576** |
| Count Total | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 73 | 0 | 0 | 600 | 39 | 0 | 44 | 248 | 0 | 1,028 | 0 |
| **Peak Hour All** | **0** | **0** | **0** | **0** | **0** | **9** | **0** | **38** | **0** | **0** | **354** | **18** | **0** | **28** | **129** | **0** | **576** | **0** |
| **Peak Hour HV** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **0** | **0** | **0** | **2** | **0** | **4** | **0** |
| **Peak Hour HV%** | **-** | **-** | **-** | **-** | **-** | **0%** | **-** | **0%** | **-** | **-** | **1%** | **0%** | **-** | **0%** | **2%** | **-** | **1%** | **0** |

*Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.*

| Interval Start | Heavy Vehicle Totals | | | | | Bicycles | | | | | Pedestrians (Crossing Leg) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | Total | EB | WB | NB | SB | Total | East | West | North | South | Total |
| 4:00 PM | 0 | 0 | 0 | 1 | *1* | 0 | 0 | 2 | 9 | *11* | 0 | 0 | 0 | 0 | *0* |
| 4:15 PM | 0 | 0 | 0 | 1 | *1* | 0 | 0 | 3 | 5 | *8* | 0 | 0 | 0 | 0 | *0* |
| 4:30 PM | 0 | 0 | 2 | 0 | *2* | 0 | 0 | 2 | 3 | *5* | 0 | 0 | 0 | 0 | *0* |
| 4:45 PM | 0 | 0 | 1 | 0 | *1* | 0 | 0 | 2 | 2 | *4* | 0 | 0 | 0 | 0 | *0* |
| **5:00 PM** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **3** | **0** | ***3*** | **1** | **0** | **0** | **0** | *1* |
| **5:15 PM** | **0** | **0** | **0** | **2** | ***2*** | **0** | **0** | **5** | **3** | ***8*** | **1** | **0** | **0** | **0** | *1* |
| **5:30 PM** | **0** | **0** | **0** | **0** | ***0*** | **0** | **1** | **6** | **6** | ***13*** | **1** | **0** | **0** | **0** | *1* |
| **5:45 PM** | **0** | **0** | **2** | **0** | ***2*** | **0** | **0** | **6** | **6** | ***12*** | **0** | **0** | **0** | **0** | ***0*** |
| Count Total | 0 | 0 | 5 | 4 | *9* | 0 | 1 | 29 | 34 | *64* | 3 | 0 | 0 | 0 | *3* |
| **Peak Hr** | **0** | **0** | **2** | **2** | ***4*** | **0** | **1** | **20** | **15** | ***36*** | **3** | **0** | **0** | **0** | ***3*** |

**Deon Fouche**: 415 - 757 - 7714 Deon.fouche@idaxdata.com

## Two-Hour Count Summaries - Heavy Vehicles

| Interval Start | 0 | | | | W Entry Dr | | | | Canada Rd | | | | Canada Rd | | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | | |
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 2 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 5 |
| **5:00 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | 4 |
| **5:15 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **0** | **2** | 5 |
| **5:30 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | 3 |
| **5:45 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **0** | **0** | **0** | **0** | **0** | **2** | **4** |
| Count Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 4 | 0 | 9 | 0 |
| **Peak Hour** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **0** | **0** | **0** | **2** | **0** | **4** | **0** |

## Two-Hour Count Summaries - Bikes

| Interval Start | 0 | | | W Entry Dr | | | Canada Rd | | | Canada Rd | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | Westbound | | | Northbound | | | Southbound | | | | |
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT | | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 9 | 0 | 11 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 5 | 0 | 8 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 3 | 0 | 5 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 4 | 28 |
| **5:00 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **3** | **0** | **0** | **0** | **0** | **3** | 20 |
| **5:15 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **5** | **0** | **1** | **2** | **0** | **8** | 20 |
| **5:30 PM** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **6** | **0** | **0** | **6** | **0** | **13** | 28 |
| **5:45 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **6** | **0** | **0** | **6** | **0** | **12** | **36** |
| Count Total | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 29 | 0 | 1 | 33 | 0 | 64 | 0 |
| **Peak Hour** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **20** | **0** | **1** | **14** | **0** | **36** | **0** |

*Note: U-Turn volumes for bikes are included in Left-Turn, if any.*

**Deon Fouche**: 415 - 757 - 7714 Deon.fouche@idaxdata.com

# Traffic Volumes

Intersection Number: 1
Traffix Node Number: 1
Intersection Name: Farm Hill Boulevard & Woodhill Drive
Peak Hour: AM
Count Date: 05/12/15

Date of Analysis: 07/06/15

Annual Growth Rate 1%
Existing Year 2015
Cumulative Year 2019

| Scenario | Movements | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Southbound Approach | | | Westbound Approach | | | Northbound Approach | | | Eastbound Approach | | | |
| | RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | TH | LT | *Total* |
| Existing Conditions | 216 | 883 | 27 | 1 | 0 | 17 | 13 | 447 | 316 | 53 | 0 | 62 | *2035* |
| **Proposed Project Trips** | **26** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **27** | **16** | **0** | **15** | ***85*** |
| Existing + Project Conditions | 242 | 883 | 27 | 1 | 1 | 17 | 13 | 447 | 343 | 69 | 0 | 77 | *2120* |
| Cumlative Growth | 9 | 36 | 1 | 0 | 0 | 1 | 1 | 18 | 13 | 2 | 0 | 3 | *84* |
| Cumlative No Project Conditions | 225 | 919 | 28 | 1 | 0 | 18 | 14 | 465 | 329 | 55 | 0 | 65 | *2119* |
| Cumulative + Project Conditions | 251 | 919 | 28 | 1 | 1 | 18 | 14 | 465 | 356 | 71 | 0 | 80 | *2204* |

Intersection Number: 2
Traffix Node Number: 2
Intersection Name: Canada Road & West Entry Drive
Peak Hour: AM
Count Date: 05/12/15

Date of Analysis: 07/06/15

Annual Growth Rate 1%
Existing Year 2015
Cumulative Year 2019

| Scenario | Movements | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Southbound Approach | | | Westbound Approach | | | Northbound Approach | | | Eastbound Approach | | | |
| | RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | TH | LT | *Total* |
| Existing Conditions | 0 | 285 | 83 | 9 | 0 | 16 | 24 | 136 | 0 | 0 | 0 | 0 | *553* |
| **Proposed Project Trips** | **0** | **0** | **9** | **5** | **0** | **5** | **9** | **0** | **0** | **0** | **0** | **0** | ***28*** |
| Existing + Project Conditions | 0 | 285 | 92 | 14 | 0 | 21 | 33 | 136 | 0 | 0 | 0 | 0 | *581* |
| Cumlative Growth | 0 | 12 | 3 | 0 | 0 | 1 | 1 | 6 | 0 | 0 | 0 | 0 | *23* |
| Cumlative No Project Conditions | 0 | 297 | 86 | 9 | 0 | 17 | 25 | 142 | 0 | 0 | 0 | 0 | *576* |
| Cumulative + Project Conditions | 0 | 297 | 95 | 14 | 0 | 22 | 34 | 142 | 0 | 0 | 0 | 0 | *604* |

Intersection Number: 3
Traffix Node Number: 3
Intersection Name: Sheryl Drive & College Drive
Peak Hour: AM
Count Date: 05/12/15

Date of Analysis: 07/06/15

Annual Growth Rate 1%
Existing Year 2015
Cumulative Year 2021

| | Movements | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Southbound Approach | | | Westbound Approach | | | Northbound Approach | | | Eastbound Approach | | | |
| **Scenario** | RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | TH | LT | *Total* |
| Existing Conditions | 3 | 1 | 96 | 12 | 490 | 31 | 87 | 0 | 11 | 3 | 187 | 2 | *923* |
| **Proposed Project Trips** | **0** | **0** | **0** | **0** | **10** | **0** | **0** | **0** | **0** | **0** | **31** | **0** | ***41*** |
| Existing + Project Conditions | 3 | 1 | 96 | 12 | 500 | 31 | 87 | 0 | 11 | 3 | 218 | 2 | *964* |
| Cumlative Growth | 0 | 0 | 6 | 1 | 30 | 2 | 5 | 0 | 1 | 0 | 12 | 0 | *57* |
| Cumlative No Project Conditions | 3 | 1 | 102 | 13 | 520 | 33 | 92 | 0 | 12 | 3 | 199 | 2 | *980* |
| Cumulative + Project Conditions | 3 | 1 | 102 | 13 | 530 | 33 | 92 | 0 | 12 | 3 | 230 | 2 | *1021* |

Intersection Number: 4
Traffix Node Number: 4
Intersection Name: Skyline Boulevard & College Drive
Peak Hour: AM
Count Date: 05/12/15

Date of Analysis: 07/06/15

Annual Growth Rate 1%
Existing Year 2015
Cumulative Year 2021

| | Movements | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Southbound Approach | | | Westbound Approach | | | Northbound Approach | | | Eastbound Approach | | | |
| **Scenario** | RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | TH | LT | *Total* |
| Existing Conditions | 270 | 1708 | 29 | 30 | 52 | 72 | 45 | 448 | 280 | 196 | 32 | 175 | *3337* |
| **Proposed Project Trips** | **4** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **6** | **18** | **0** | **13** | ***41*** |
| Existing + Project Conditions | 274 | 1708 | 29 | 30 | 52 | 72 | 45 | 448 | 286 | 214 | 32 | 188 | *3378* |
| Cumlative Growth | 17 | 105 | 2 | 2 | 3 | 4 | 3 | 28 | 17 | 12 | 2 | 11 | *206* |
| Cumlative No Project Conditions | 287 | 1813 | 31 | 32 | 55 | 76 | 48 | 476 | 297 | 208 | 34 | 186 | *3543* |
| Cumulative + Project Conditions | 291 | 1813 | 31 | 32 | 55 | 76 | 48 | 476 | 303 | 226 | 34 | 199 | *3584* |

Intersection Number: 1
Traffix Node Number: 1
Intersection Name: Farm Hill Boulevard & Woodhill Drive
Peak Hour: PM
Count Date: 05/12/15

Date of Analysis: 07/06/15

Annual Growth Rate 1%
Existing Year 2015
Cumulative Year 2019

| | Movements | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Southbound Approach | | | Westbound Approach | | | Northbound Approach | | | Eastbound Approach | | | |
| **Scenario** | RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | TH | LT | *Total* |
| Existing Conditions | 84 | 415 | 18 | 4 | 1 | 7 | 17 | 602 | 180 | 85 | 0 | 82 | *1495* |
| **Proposed Project Trips** | **27** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **29** | **21** | **1** | **20** | ***99*** |
| Existing + Project Conditions | 111 | 415 | 18 | 4 | 2 | 7 | 17 | 602 | 209 | 106 | 1 | 102 | *1594* |
| Cumlative Growth | 3 | 17 | 1 | 0 | 0 | 0 | 1 | 24 | 7 | 3 | 0 | 3 | *59* |
| Cumlative No Project Conditions | 87 | 432 | 19 | 4 | 1 | 7 | 18 | 626 | 187 | 88 | 0 | 85 | *1554* |
| Cumulative + Project Conditions | 114 | 432 | 19 | 4 | 2 | 7 | 18 | 626 | 216 | 109 | 1 | 105 | *1653* |

Intersection Number: 2
Traffix Node Number: 2
Intersection Name: Canada Road & West Entry Drive
Peak Hour: PM
Count Date: 05/12/15

Date of Analysis: 07/06/15

Annual Growth Rate 1%
Existing Year 2015
Cumulative Year 2019

| | Movements | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Southbound Approach | | | Westbound Approach | | | Northbound Approach | | | Eastbound Approach | | | |
| **Scenario** | RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | TH | LT | *Total* |
| Existing Conditions | 0 | 129 | 32 | 44 | 0 | 10 | 21 | 354 | 0 | 0 | 0 | 0 | *590* |
| **Proposed Project Trips** | **0** | **0** | **10** | **7** | **0** | **7** | **9** | **0** | **0** | **0** | **0** | **0** | ***33*** |
| Existing + Project Conditions | 0 | 129 | 42 | 51 | 0 | 17 | 30 | 354 | 0 | 0 | 0 | 0 | *623* |
| Cumlative Growth | 0 | 5 | 1 | 2 | 0 | 0 | 1 | 14 | 0 | 0 | 0 | 0 | *23* |
| Cumlative No Project Conditions | 0 | 134 | 33 | 46 | 0 | 10 | 22 | 368 | 0 | 0 | 0 | 0 | *613* |
| Cumulative + Project Conditions | 0 | 134 | 43 | 53 | 0 | 17 | 31 | 368 | 0 | 0 | 0 | 0 | *646* |

Intersection Number: 3
Traffix Node Number: 3
Intersection Name: Sheryl Drive & College Drive
Peak Hour: PM
Count Date: 05/12/15

Date of Analysis: 07/06/15

Annual Growth Rate 1%
Existing Year 2015
Cumulative Year 2021

| | Movements | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Southbound Approach | | | Westbound Approach | | | Northbound Approach | | | Eastbound Approach | | | |
| **Scenario** | RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | TH | LT | *Total* |
| Existing Conditions | 5 | 2 | 15 | 17 | 358 | 69 | 36 | 2 | 9 | 9 | 211 | 2 | *735* |
| **Proposed Project Trips** | **0** | **0** | **0** | **0** | **35** | **0** | **0** | **0** | **0** | **0** | **19** | **0** | ***54*** |
| Existing + Project Conditions | 5 | 2 | 15 | 17 | 393 | 69 | 36 | 2 | 9 | 9 | 230 | 2 | *789* |
| Cumlative Growth | 0 | 0 | 1 | 1 | 22 | 4 | 2 | 0 | 1 | 1 | 13 | 0 | *45* |
| Cumlative No Project Conditions | 5 | 2 | 16 | 18 | 380 | 73 | 38 | 2 | 10 | 10 | 224 | 2 | *780* |
| Cumulative + Project Conditions | 5 | 2 | 16 | 18 | 415 | 73 | 38 | 2 | 10 | 10 | 243 | 2 | *834* |

Intersection Number: 4
Traffix Node Number: 4
Intersection Name: Skyline Boulevard & College Drive
Peak Hour: PM
Count Date: 05/12/15

Date of Analysis: 07/06/15

Annual Growth Rate 1%
Existing Year 2015
Cumulative Year 2021

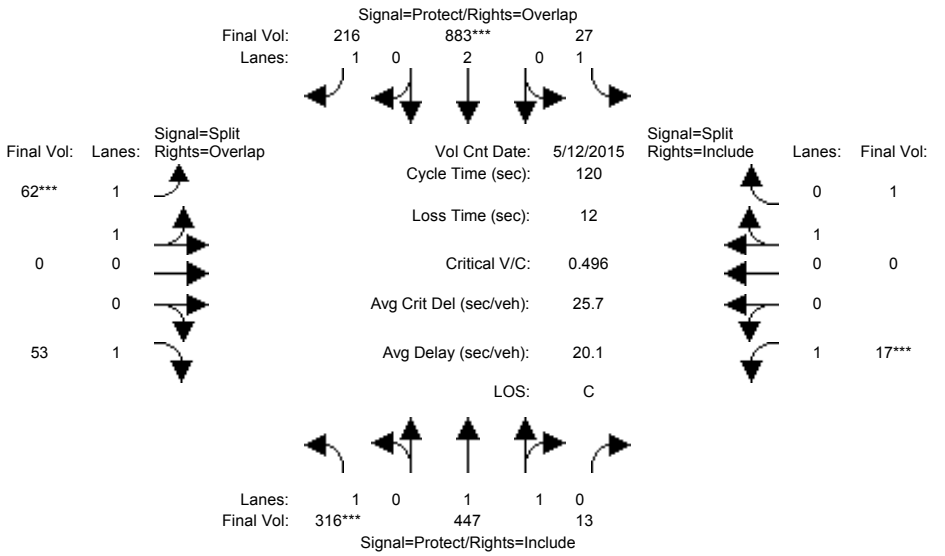
| | Movements | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Southbound Approach | | | Westbound Approach | | | Northbound Approach | | | Eastbound Approach | | | |
| **Scenario** | RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | TH | LT | *Total* |
| Existing Conditions | 217 | 550 | 33 | 31 | 50 | 36 | 77 | 1326 | 333 | 149 | 24 | 139 | *2965* |
| **Proposed Project Trips** | **15** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **20** | **11** | **0** | **8** | ***54*** |
| Existing + Project Conditions | 232 | 550 | 33 | 31 | 50 | 36 | 77 | 1326 | 353 | 160 | 24 | 147 | *3019* |
| Cumlative Growth | 13 | 34 | 2 | 2 | 3 | 2 | 5 | 82 | 20 | 9 | 1 | 9 | *182* |
| Cumlative No Project Conditions | 230 | 584 | 35 | 33 | 53 | 38 | 82 | 1408 | 353 | 158 | 25 | 148 | *3147* |
| Cumulative + Project Conditions | 245 | 584 | 35 | 33 | 53 | 38 | 82 | 1408 | 373 | 169 | 25 | 156 | *3201* |

# LOS Calculations

SMCCCD Facility Master Plan EIR
Prepared by
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex AM

## Intersection #1: Woodhill Drive & Farm Hill Boulevard [Canada College]



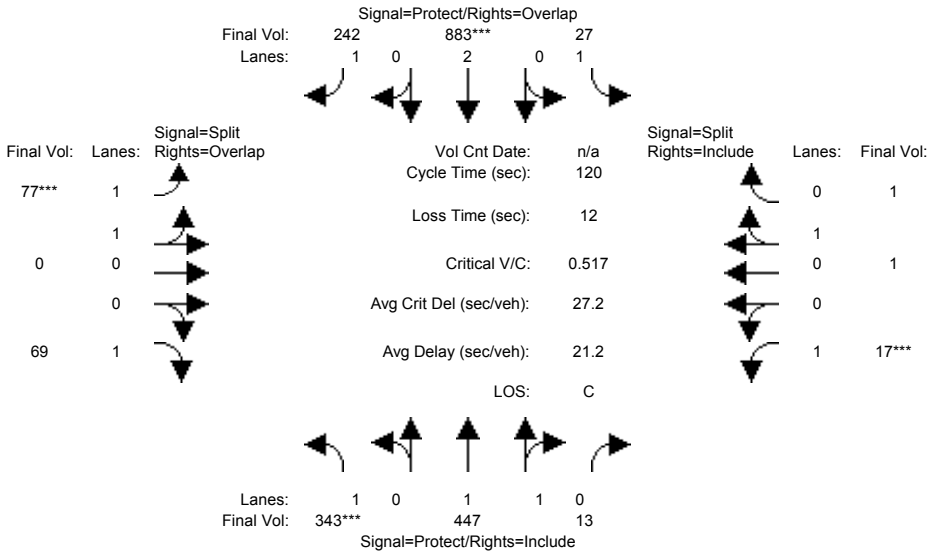

| Street Name: | Farm Hill Boulevard | | | | | | Woodhill Drive | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: >> Count Date: 12 May 2015 << 7:30 - 8:30 am | | | | | | | | | | | | |
| Base Vol: | 316 | 447 | 13 | 27 | 883 | 216 | 62 | 0 | 53 | 17 | 0 | 1 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 316 | 447 | 13 | 27 | 883 | 216 | 62 | 0 | 53 | 17 | 0 | 1 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 316 | 447 | 13 | 27 | 883 | 216 | 62 | 0 | 53 | 17 | 0 | 1 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 316 | 447 | 13 | 27 | 883 | 216 | 62 | 0 | 53 | 17 | 0 | 1 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 316 | 447 | 13 | 27 | 883 | 216 | 62 | 0 | 53 | 17 | 0 | 1 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 316 | 447 | 13 | 27 | 883 | 216 | 62 | 0 | 53 | 17 | 0 | 1 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.85 | 0.95 | 1.00 | 0.85 | 0.95 | 1.00 | 0.85 |
| Lanes: | 1.00 | 1.94 | 0.06 | 1.00 | 2.00 | 1.00 | 2.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Final Sat.: | 1805 | 3494 | 102 | 1805 | 3610 | 1615 | 3618 | 0 | 1615 | 1805 | 0 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.18 | 0.13 | 0.13 | 0.01 | 0.24 | 0.13 | 0.02 | 0.00 | 0.03 | 0.01 | 0.00 | 0.00 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green/Cycle: | 0.35 | 0.76 | 0.76 | 0.09 | 0.49 | 0.53 | 0.03 | 0.00 | 0.39 | 0.02 | 0.00 | 0.02 |
| Volume/Cap: | 0.50 | 0.17 | 0.17 | 0.17 | 0.50 | 0.25 | 0.50 | 0.00 | 0.08 | 0.50 | 0.00 | 0.03 |
| Delay/Veh: | 31.0 | 4.1 | 4.1 | 51.1 | 20.6 | 15.6 | 60.0 | 0.0 | 23.3 | 69.1 | 0.0 | 58.2 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 31.0 | 4.1 | 4.1 | 51.1 | 20.6 | 15.6 | 60.0 | 0.0 | 23.3 | 69.1 | 0.0 | 58.2 |
| LOS by Move: | C | A | A | D | C | B | E | A | C | E | A | E |
| HCM2k95thQ: | 17 | 5 | 5 | 2 | 21 | 8 | 4 | 0 | 2 | 3 | 0 | 0 |

Note: Queue reported is the number of cars per lane.

SMCCCD Facility Master Plan EIR
Prepared by
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex+Proj AM

## Intersection #1: Woodhill Drive & Farm Hill Boulevard [Canada College]




| Street Name: | Farm Hill Boulevard | | | | | | Woodhill Drive | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module:AM Peak Hour | | | | | | | | | | | | |
| Base Vol: | 343 | 447 | 13 | 27 | 883 | 242 | 77 | 0 | 69 | 17 | 1 | 1 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 343 | 447 | 13 | 27 | 883 | 242 | 77 | 0 | 69 | 17 | 1 | 1 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 343 | 447 | 13 | 27 | 883 | 242 | 77 | 0 | 69 | 17 | 1 | 1 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 343 | 447 | 13 | 27 | 883 | 242 | 77 | 0 | 69 | 17 | 1 | 1 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 343 | 447 | 13 | 27 | 883 | 242 | 77 | 0 | 69 | 17 | 1 | 1 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 343 | 447 | 13 | 27 | 883 | 242 | 77 | 0 | 69 | 17 | 1 | 1 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.85 | 0.95 | 1.00 | 0.85 | 0.95 | 0.93 | 0.93 |
| Lanes: | 1.00 | 1.94 | 0.06 | 1.00 | 2.00 | 1.00 | 2.00 | 0.00 | 1.00 | 1.00 | 0.50 | 0.50 |
| Final Sat.: | 1805 | 3494 | 102 | 1805 | 3610 | 1615 | 3618 | 0 | 1615 | 1805 | 879 | 879 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.19 | 0.13 | 0.13 | 0.01 | 0.24 | 0.15 | 0.02 | 0.00 | 0.04 | 0.01 | 0.00 | 0.00 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green/Cycle: | 0.37 | 0.75 | 0.75 | 0.09 | 0.47 | 0.51 | 0.04 | 0.00 | 0.41 | 0.02 | 0.02 | 0.02 |
| Volume/Cap: | 0.52 | 0.17 | 0.17 | 0.17 | 0.52 | 0.29 | 0.52 | 0.00 | 0.10 | 0.52 | 0.06 | 0.06 |
| Delay/Veh: | 30.3 | 4.2 | 4.2 | 51.2 | 22.3 | 16.8 | 59.5 | 0.0 | 22.0 | 72.0 | 58.7 | 58.7 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 30.3 | 4.2 | 4.2 | 51.2 | 22.3 | 16.8 | 59.5 | 0.0 | 22.0 | 72.0 | 58.7 | 58.7 |
| LOS by Move: | C | A | A | D | C | B | E | A | C | E | E | E |
| HCM2k95thQ: | 18 | 5 | 5 | 2 | 21 | 10 | 4 | 0 | 3 | 3 | 0 | 0 |

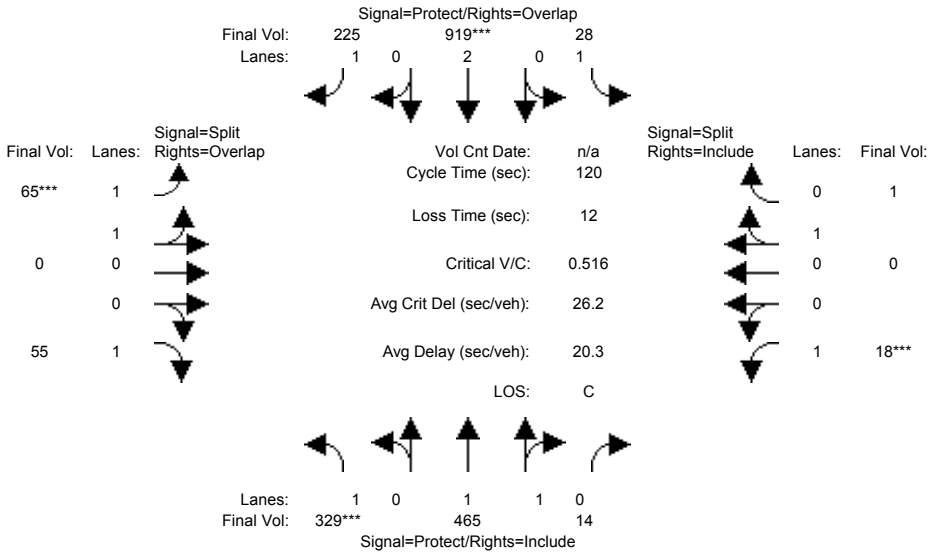
Note: Queue reported is the number of cars per lane.

SMCCCD Facility Master Plan EIR
Prepared by
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum AM

## Intersection #1: Woodhill Drive & Farm Hill Boulevard [Canada College]



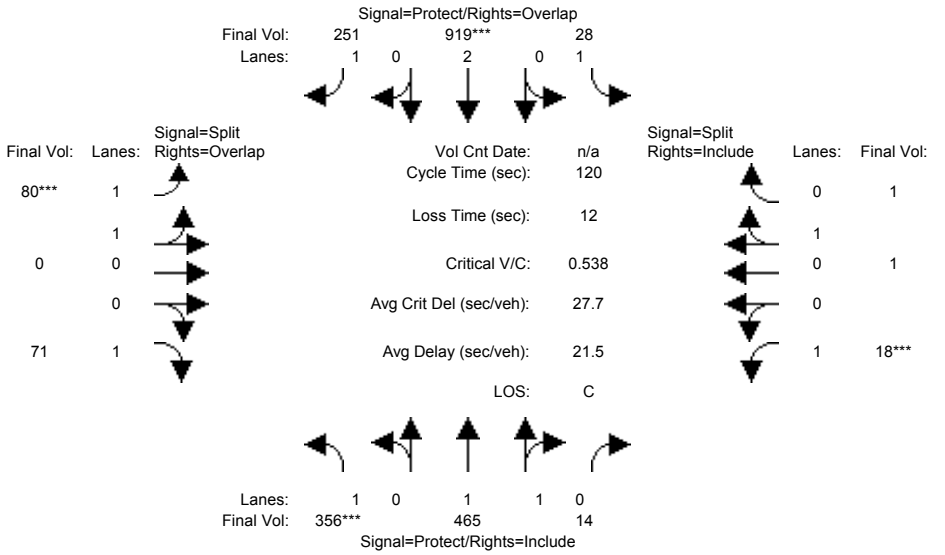

| Street Name: | Farm Hill Boulevard | | | | | | Woodhill Drive | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module:AM Peak Hour | | | | | | | | | | | | |
| Base Vol: | 329 | 465 | 14 | 28 | 919 | 225 | 65 | 0 | 55 | 18 | 0 | 1 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 329 | 465 | 14 | 28 | 919 | 225 | 65 | 0 | 55 | 18 | 0 | 1 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 329 | 465 | 14 | 28 | 919 | 225 | 65 | 0 | 55 | 18 | 0 | 1 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 329 | 465 | 14 | 28 | 919 | 225 | 65 | 0 | 55 | 18 | 0 | 1 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 329 | 465 | 14 | 28 | 919 | 225 | 65 | 0 | 55 | 18 | 0 | 1 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 329 | 465 | 14 | 28 | 919 | 225 | 65 | 0 | 55 | 18 | 0 | 1 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.85 | 0.95 | 1.00 | 0.85 | 0.95 | 1.00 | 0.85 |
| Lanes: | 1.00 | 1.94 | 0.06 | 1.00 | 2.00 | 1.00 | 2.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Final Sat.: | 1805 | 3490 | 105 | 1805 | 3610 | 1615 | 3618 | 0 | 1615 | 1805 | 0 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.18 | 0.13 | 0.13 | 0.02 | 0.25 | 0.14 | 0.02 | 0.00 | 0.03 | 0.01 | 0.00 | 0.00 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green/Cycle: | 0.35 | 0.76 | 0.76 | 0.09 | 0.49 | 0.53 | 0.03 | 0.00 | 0.39 | 0.02 | 0.00 | 0.02 |
| Volume/Cap: | 0.52 | 0.18 | 0.18 | 0.18 | 0.52 | 0.26 | 0.52 | 0.00 | 0.09 | 0.52 | 0.00 | 0.03 |
| Delay/Veh: | 31.5 | 4.1 | 4.1 | 51.2 | 21.0 | 15.7 | 60.6 | 0.0 | 23.3 | 71.1 | 0.0 | 58.2 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 31.5 | 4.1 | 4.1 | 51.2 | 21.0 | 15.7 | 60.6 | 0.0 | 23.3 | 71.1 | 0.0 | 58.2 |
| LOS by Move: | C | A | A | D | C | B | E | A | C | E | A | E |
| HCM2k95thQ: | 18 | 5 | 5 | 2 | 22 | 9 | 4 | 0 | 3 | 3 | 0 | 0 |

Note: Queue reported is the number of cars per lane.

SMCCCD Facility Master Plan EIR
Prepared by
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum+Proj AM

## Intersection #1: Woodhill Drive & Farm Hill Boulevard [Canada College]



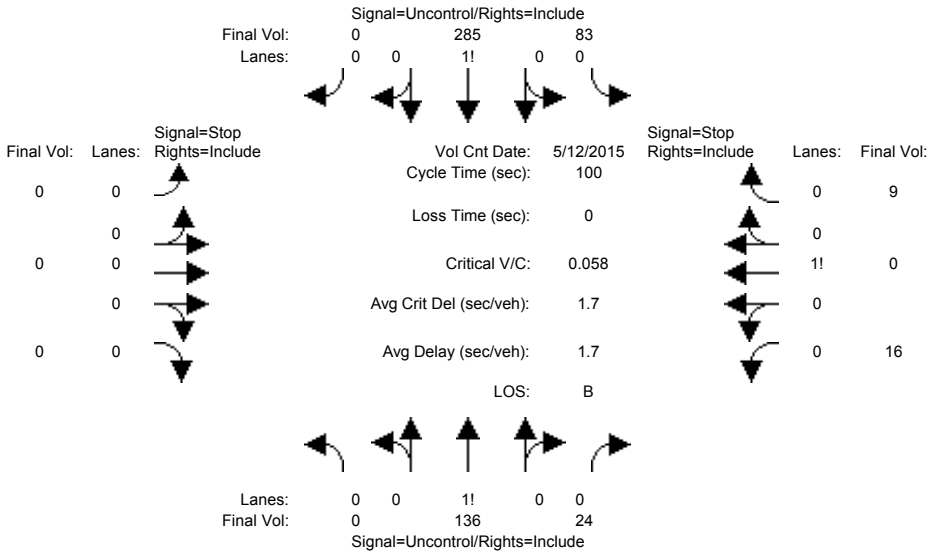

| Street Name: | Farm Hill Boulevard | | | | | | Woodhill Drive | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module:AM Peak Hour | | | | | | | | | | | | |
| Base Vol: | 356 | 465 | 14 | 28 | 919 | 251 | 80 | 0 | 71 | 18 | 1 | 1 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 356 | 465 | 14 | 28 | 919 | 251 | 80 | 0 | 71 | 18 | 1 | 1 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 356 | 465 | 14 | 28 | 919 | 251 | 80 | 0 | 71 | 18 | 1 | 1 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 356 | 465 | 14 | 28 | 919 | 251 | 80 | 0 | 71 | 18 | 1 | 1 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 356 | 465 | 14 | 28 | 919 | 251 | 80 | 0 | 71 | 18 | 1 | 1 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 356 | 465 | 14 | 28 | 919 | 251 | 80 | 0 | 71 | 18 | 1 | 1 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.85 | 0.95 | 1.00 | 0.85 | 0.95 | 0.93 | 0.93 |
| Lanes: | 1.00 | 1.94 | 0.06 | 1.00 | 2.00 | 1.00 | 2.00 | 0.00 | 1.00 | 1.00 | 0.50 | 0.50 |
| Final Sat.: | 1805 | 3490 | 105 | 1805 | 3610 | 1615 | 3618 | 0 | 1615 | 1805 | 879 | 879 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.20 | 0.13 | 0.13 | 0.02 | 0.25 | 0.16 | 0.02 | 0.00 | 0.04 | 0.01 | 0.00 | 0.00 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green/Cycle: | 0.37 | 0.75 | 0.75 | 0.09 | 0.47 | 0.51 | 0.04 | 0.00 | 0.41 | 0.02 | 0.02 | 0.02 |
| Volume/Cap: | 0.54 | 0.18 | 0.18 | 0.18 | 0.54 | 0.30 | 0.54 | 0.00 | 0.11 | 0.54 | 0.06 | 0.06 |
| Delay/Veh: | 30.8 | 4.3 | 4.3 | 51.3 | 22.7 | 16.9 | 60.3 | 0.0 | 22.1 | 74.6 | 58.7 | 58.7 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 30.8 | 4.3 | 4.3 | 51.3 | 22.7 | 16.9 | 60.3 | 0.0 | 22.1 | 74.6 | 58.7 | 58.7 |
| LOS by Move: | C | A | A | D | C | B | E | A | C | E | E | E |
| HCM2k95thQ: | 19 | 5 | 5 | 2 | 23 | 10 | 5 | 0 | 3 | 3 | 0 | 0 |

Note: Queue reported is the number of cars per lane.

SMCCCD Facility Master Plan EIR
Prepared by
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Ex AM

## Intersection #2: Canada Road & West Entry Drive [Canada College]




```
Street Name:          Canada Road                    West Entry Drive
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 12 May 2015 << 7:30 - 8:30 am
Base Vol:       0  136   24   83  285    0    0    0    0   16    0    9
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  136   24   83  285    0    0    0    0   16    0    9
Added Vol:      0    0    0    0    0    0    0    0    0    0    0    0
PasserByVol:    0    0    0    0    0    0    0    0    0    0    0    0
Initial Fut:    0  136   24   83  285    0    0    0    0   16    0    9
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  136   24   83  285    0    0    0    0   16    0    9
Reduct Vol:     0    0    0    0    0    0    0    0    0    0    0    0
FinalVolume:    0  136   24   83  285    0    0    0    0   16    0    9
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4  6.5   6.2
FollowUpTim:xxxxx xxxx xxxxx   2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5  4.0   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx   160 xxxx xxxxx  xxxx xxxx xxxxx   599  599   148
Potent Cap.: xxxx xxxx xxxxx  1432 xxxx xxxxx  xxxx xxxx xxxxx   468  418   904
Move Cap.:   xxxx xxxx xxxxx  1432 xxxx xxxxx  xxxx xxxx xxxxx   446  393   904
Volume/Cap:  xxxx xxxx  xxxx  0.06 xxxx  xxxx  xxxx xxxx  xxxx  0.04 0.00  0.01
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx   0.2 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx   7.7 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     *     A    *     *    *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  546 xxxxx
SharedQueue:xxxxx xxxx xxxxx   0.2 xxxx xxxxx xxxxx xxxx xxxxx xxxxx  0.1 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx   7.7 xxxx xxxxx xxxxx xxxx xxxxx xxxxx 11.9 xxxxx
Shared LOS:     *    *     *     A    *     *    *    *     *     *    B     *
ApproachDel:    xxxxxx          xxxxxx          xxxxxx          11.9
ApproachLOS:         *               *               *          B
Note: Queue reported is the number of cars per lane.
                  Peak Hour Delay Signal Warrant Report
********************************************************************************
Intersection #2 Canada Road & West Entry Drive
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
```

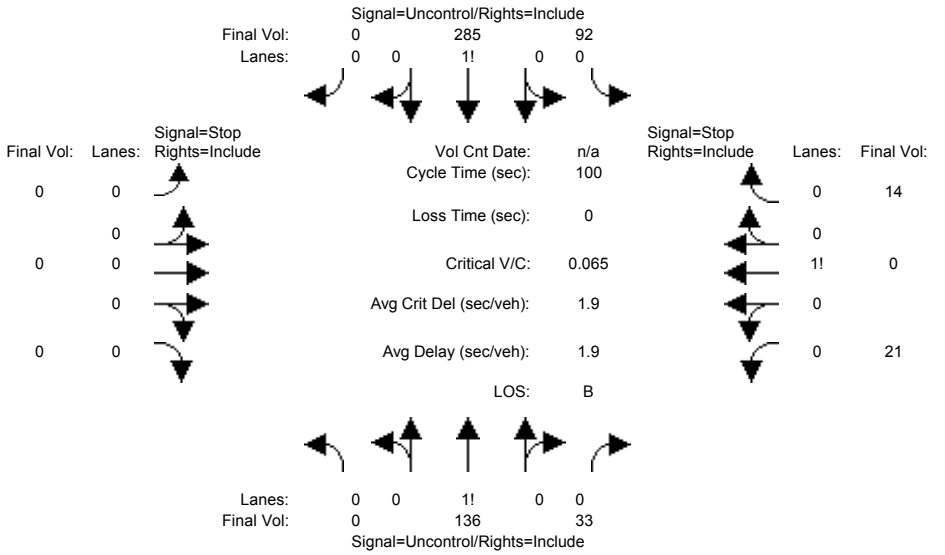
  

```
------------|---------------||---------------||---------------||---------------|
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:      Uncontrolled    Uncontrolled     Stop Sign       Stop Sign
Lanes:       0  0  0  1  0   0  1  0  0  0   0  0  0  0  0   0  0  1! 0  0
Initial Vol:    0  136   24   83  285    0    0   0    0   16   0    9
ApproachDel:   xxxxxx         xxxxxx         xxxxxx           11.9
------------|---------------||---------------||---------------||---------------|
Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
  FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=25]
  FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=553]
  FAIL - Total volume less than 650 for intersection
       with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
            Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #2 Canada Road & West Entry Drive
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:      Uncontrolled    Uncontrolled     Stop Sign       Stop Sign
Lanes:       0  0  0  1  0   0  1  0  0  0   0  0  0  0  0   0  0  1! 0  0
Initial Vol:    0  136   24   83  285    0    0   0    0   16   0    9
------------|---------------||---------------||---------------||---------------|
Major Street Volume:           528
Minor Approach Volume:          25
Minor Approach Volume Threshold: 390
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```

SMCCCD Facility Master Plan EIR
Prepared by
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Ex+Proj AM

## Intersection #2: Canada Road & West Entry Drive [Canada College]




```
Street Name:          Canada Road                  West Entry Drive
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:AM Peak Hour
Base Vol:       0  136   33    92  285    0     0    0    0    21    0    14
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  136   33    92  285    0     0    0    0    21    0    14
Added Vol:      0    0    0     0    0    0     0    0    0     0    0     0
PasserByVol:    0    0    0     0    0    0     0    0    0     0    0     0
Initial Fut:    0  136   33    92  285    0     0    0    0    21    0    14
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  136   33    92  285    0     0    0    0    21    0    14
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0     0
FinalVolume:    0  136   33    92  285    0     0    0    0    21    0    14
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4  6.5   6.2
FollowUpTim:xxxxx xxxx xxxxx   2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5  4.0   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx   169 xxxx xxxxx  xxxx xxxx xxxxx   622  622   153
Potent Cap.: xxxx xxxx xxxxx  1421 xxxx xxxxx  xxxx xxxx xxxxx   454  406   899
Move Cap.:   xxxx xxxx xxxxx  1421 xxxx xxxxx  xxxx xxxx xxxxx   430  378   899
Volume/Cap:  xxxx xxxx  xxxx  0.06 xxxx  xxxx  xxxx xxxx  xxxx  0.05 0.00  0.02
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx   0.2 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx   7.7 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     *     A    *     *    *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  544 xxxxx
SharedQueue:xxxxx xxxx xxxxx   0.2 xxxx xxxxx xxxxx xxxx xxxxx xxxxx  0.2 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx   7.7 xxxx xxxxx xxxxx xxxx xxxxx xxxxx 12.1 xxxxx
Shared LOS:     *    *     *     A    *     *    *    *     *     *    B     *
ApproachDel:    xxxxxx          xxxxxx          xxxxxx          12.1
ApproachLOS:         *               *               *          B
Note: Queue reported is the number of cars per lane.
```

Peak Hour Delay Signal Warrant Report

```
********************************************************************************
Intersection #2 Canada Road & West Entry Drive
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
```

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | |
| Lanes: | 0 0 | 0 1 | 0 | 0 1 | 0 0 | 0 | 0 0 | 0 0 | 0 | 0 0 | 1! 0 | 0 |
| Initial Vol: | 0 | 136 | 33 | 92 | 285 | 0 | 0 | 0 | 0 | 21 | 0 | 14 |
| ApproachDel: | xxxxxx | | | xxxxxx | | | xxxxxx | | | 12.1 | | |

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=35]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=581]
FAIL - Total volume less than 650 for intersection
with less than four approaches.

---

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

## Peak Hour Volume Signal Warrant Report [Urban]

**********

Intersection #2 Canada Road & West Entry Drive

**********

Future Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | |
| Lanes: | 0 0 | 0 1 | 0 | 0 1 | 0 0 | 0 | 0 0 | 0 0 | 0 | 0 0 | 1! 0 | 0 |
| Initial Vol: | 0 | 136 | 33 | 92 | 285 | 0 | 0 | 0 | 0 | 21 | 0 | 14 |

Major Street Volume: 546
Minor Approach Volume: 35
Minor Approach Volume Threshold: 381

---

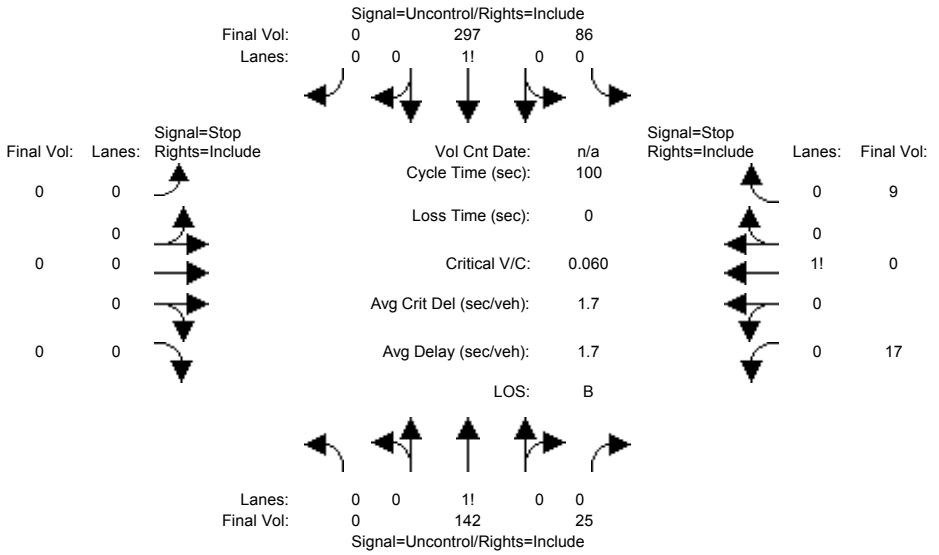
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

SMCCCD Facility Master Plan EIR
Prepared by
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cum AM

## Intersection #2: Canada Road & West Entry Drive [Canada College]




```
Street Name:          Canada Road                    West Entry Drive
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:AM Peak Hour
Base Vol:       0  142   25    86  297    0     0    0     0    17    0     9
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  142   25    86  297    0     0    0     0    17    0     9
Added Vol:      0    0    0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0    0     0    0     0     0    0     0     0    0     0
Initial Fut:    0  142   25    86  297    0     0    0     0    17    0     9
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  142   25    86  297    0     0    0     0    17    0     9
Reduct Vol:     0    0    0     0    0     0     0    0     0     0    0     0
FinalVolume:    0  142   25    86  297    0     0    0     0    17    0     9
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4  6.5   6.2
FollowUpTim:xxxxx xxxx xxxxx   2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5  4.0   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx   167 xxxx xxxxx  xxxx xxxx xxxxx   624  624   155
Potent Cap.: xxxx xxxx xxxxx  1423 xxxx xxxxx  xxxx xxxx xxxxx   453  405   897
Move Cap.:   xxxx xxxx xxxxx  1423 xxxx xxxxx  xxxx xxxx xxxxx   431  379   897
Volume/Cap:  xxxx xxxx  xxxx  0.06 xxxx  xxxx  xxxx xxxx  xxxx  0.04 0.00  0.01
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx   0.2 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx   7.7 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     *     A    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  525 xxxxx
SharedQueue:xxxxx xxxx xxxxx   0.2 xxxx xxxxx xxxxx xxxx xxxxx xxxxx  0.2 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx   7.7 xxxx xxxxx xxxxx xxxx xxxxx xxxxx 12.2 xxxxx
Shared LOS:     *    *     *     A    *     *     *    *     *     *    B     *
ApproachDel:    xxxxxx          xxxxxx          xxxxxx          12.2
ApproachLOS:         *               *               *          B
Note: Queue reported is the number of cars per lane.
```

Peak Hour Delay Signal Warrant Report

```
********************************************************************************
Intersection #2 Canada Road & West Entry Drive
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
```

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | |
| Lanes: | 0 | 0 | 0 1 0 | 0 | 1 | 0 0 0 | 0 | 0 | 0 0 0 | 0 | 0 | 1! 0 0 |
| Initial Vol: | 0 | 142 | 25 | 86 | 297 | 0 | 0 | 0 | 0 | 17 | 0 | 9 |
| ApproachDel: | xxxxxx | | | xxxxxx | | | xxxxxx | | | 12.2 | | |

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=26]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=576]
FAIL - Total volume less than 650 for intersection
with less than four approaches.

---

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

**********

Intersection #2 Canada Road & West Entry Drive

**********

Future Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | |
| Lanes: | 0 | 0 | 0 1 0 | 0 | 1 | 0 0 0 | 0 | 0 | 0 0 0 | 0 | 0 | 1! 0 0 |
| Initial Vol: | 0 | 142 | 25 | 86 | 297 | 0 | 0 | 0 | 0 | 17 | 0 | 9 |

Major Street Volume: 550
Minor Approach Volume: 26
Minor Approach Volume Threshold: 379

---

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

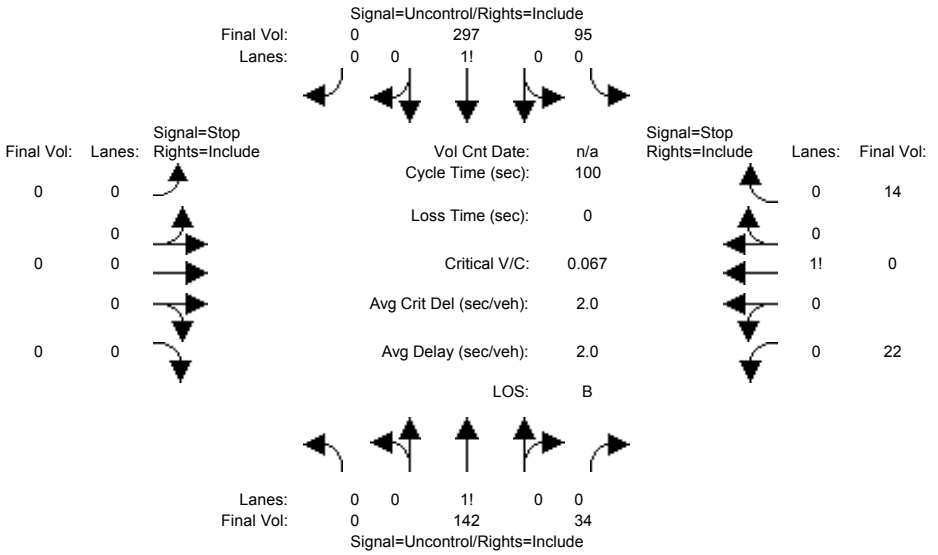
The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

SMCCCD Facility Master Plan EIR
Prepared by
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cum+Proj AM

Intersection #2: Canada Road & West Entry Drive [Canada College]




```
Street Name:          Canada Road                    West Entry Drive
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:AM Peak Hour
Base Vol:       0  142   34    95  297    0     0    0    0    22    0    14
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  142   34    95  297    0     0    0    0    22    0    14
Added Vol:      0    0    0     0    0    0     0    0    0     0    0     0
PasserByVol:    0    0    0     0    0    0     0    0    0     0    0     0
Initial Fut:    0  142   34    95  297    0     0    0    0    22    0    14
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  142   34    95  297    0     0    0    0    22    0    14
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0     0
FinalVolume:    0  142   34    95  297    0     0    0    0    22    0    14
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4  6.5   6.2
FollowUpTim:xxxxx xxxx xxxxx   2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5  4.0   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx   176 xxxx xxxxx  xxxx xxxx xxxxx   646  646   159
Potent Cap.: xxxx xxxx xxxxx  1412 xxxx xxxxx  xxxx xxxx xxxxx   439  393   892
Move Cap.:   xxxx xxxx xxxxx  1412 xxxx xxxxx  xxxx xxxx xxxxx   415  365   892
Volume/Cap:  xxxx xxxx  xxxx  0.07 xxxx  xxxx  xxxx xxxx  xxxx  0.05 0.00  0.02
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx   0.2 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx   7.7 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *    *     A    *    *    *    *    *    *    *    *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  524 xxxxx
SharedQueue:xxxxx xxxx xxxxx   0.2 xxxx xxxxx xxxxx xxxx xxxxx xxxxx  0.2 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx   7.7 xxxx xxxxx xxxxx xxxx xxxxx xxxxx 12.4 xxxxx
Shared LOS:     *    *    *     A    *    *    *    *    *    *    B    *
ApproachDel:    xxxxxx          xxxxxx          xxxxxx          12.4
ApproachLOS:         *               *               *          B
Note: Queue reported is the number of cars per lane.
                  Peak Hour Delay Signal Warrant Report
********************************************************************************
Intersection #2 Canada Road & West Entry Drive
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
```

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | |
| Lanes: | 0 0 | 0 1 | 0 | 0 1 | 0 0 | 0 | 0 0 | 0 0 | 0 | 0 0 | 1! 0 | 0 |
| Initial Vol: | 0 | 142 | 34 | 95 | 297 | 0 | 0 | 0 | 0 | 22 | 0 | 14 |
| ApproachDel: | xxxxxx | | | xxxxxx | | | xxxxxx | | | 12.4 | | |

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=36]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=604]
FAIL - Total volume less than 650 for intersection
with less than four approaches.

---

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

**********

Intersection #2 Canada Road & West Entry Drive

**********

Future Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | |
| Lanes: | 0 0 | 0 1 | 0 | 0 1 | 0 0 | 0 | 0 0 | 0 0 | 0 | 0 0 | 1! 0 | 0 |
| Initial Vol: | 0 | 142 | 34 | 95 | 297 | 0 | 0 | 0 | 0 | 22 | 0 | 14 |

Major Street Volume: 568
Minor Approach Volume: 36
Minor Approach Volume Threshold: 370

---

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

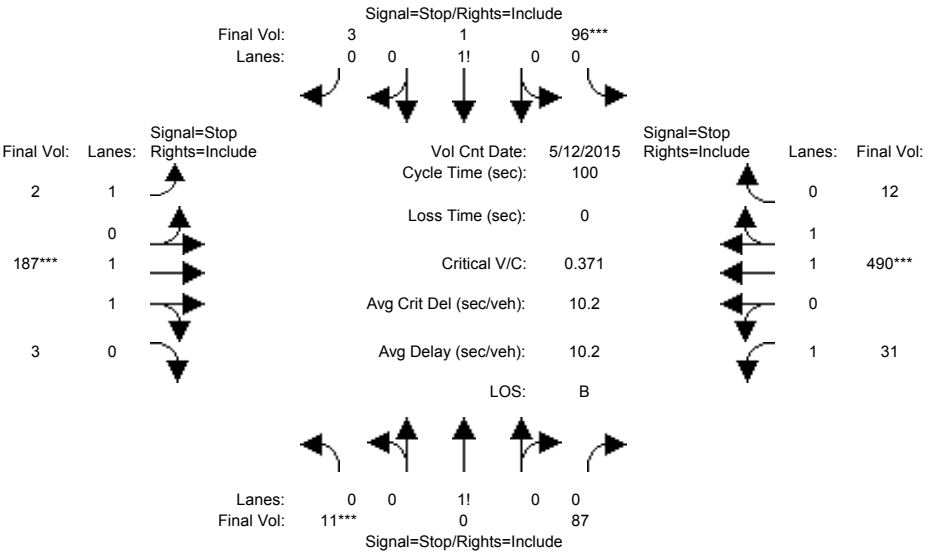
The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

SMCCCD Facility Master Plan EIR
Prepared by
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Ex AM

## Intersection #3: Sheryl Drive & College Drive [Skyline College]




| Street Name: | Sheryl Drive | | | | | | College Drive | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Volume Module: >> Count Date: 12 May 2015 << 7:30 - 8:30 am | | | | | | | | | | | | |
| Base Vol: | 11 | 0 | 87 | 96 | 1 | 3 | 2 | 187 | 3 | 31 | 490 | 12 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 11 | 0 | 87 | 96 | 1 | 3 | 2 | 187 | 3 | 31 | 490 | 12 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 11 | 0 | 87 | 96 | 1 | 3 | 2 | 187 | 3 | 31 | 490 | 12 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 11 | 0 | 87 | 96 | 1 | 3 | 2 | 187 | 3 | 31 | 490 | 12 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 11 | 0 | 87 | 96 | 1 | 3 | 2 | 187 | 3 | 31 | 490 | 12 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 11 | 0 | 87 | 96 | 1 | 3 | 2 | 187 | 3 | 31 | 490 | 12 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.11 | 0.00 | 0.89 | 0.96 | 0.01 | 0.03 | 1.00 | 1.97 | 0.03 | 1.00 | 1.95 | 0.05 |
| Final Sat.: | 73 | 0 | 578 | 559 | 6 | 17 | 569 | 1220 | 20 | 615 | 1321 | 32 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.15 | xxxx | 0.15 | 0.17 | 0.17 | 0.17 | 0.00 | 0.15 | 0.15 | 0.05 | 0.37 | 0.37 |
| Crit Moves: | **** | | | **** | | | | **** | | | **** | |
| Delay/Veh: | 8.9 | 0.0 | 8.9 | 9.9 | 9.9 | 9.9 | 8.8 | 9.2 | 9.2 | 8.7 | 10.9 | 10.8 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 8.9 | 0.0 | 8.9 | 9.9 | 9.9 | 9.9 | 8.8 | 9.2 | 9.2 | 8.7 | 10.9 | 10.8 |
| LOS by Move: | A | * | A | A | A | A | A | A | A | A | B | B |
| ApproachDel: | 8.9 | | | 9.9 | | | 9.2 | | | 10.8 | | |
| Delay Adj: | 1.00 | | | 1.00 | | | 1.00 | | | 1.00 | | |
| ApprAdjDel: | 8.9 | | | 9.9 | | | 9.2 | | | 10.8 | | |
| LOS by Appr: | A | | | A | | | A | | | B | | |
| AllWayAvgQ: | 0.1 | 0.1 | 0.1 | 0.2 | 0.2 | 0.2 | 0.0 | 0.2 | 0.2 | 0.1 | 0.6 | 0.6 |

Note: Queue reported is the number of cars per lane.

Peak Hour Volume Signal Warrant Report [Urban]

**********

Intersection #3 Sheryl Drive & College Drive

**********

Future Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Stop Sign | | | Stop Sign | | | Stop Sign | | | Stop Sign | | |
| Lanes: | 0 0 | 1! | 0 0 | 0 0 | 1! | 0 0 | 1 0 | 1 | 1 0 | 1 0 | 1 | 1 0 |
| Initial Vol: | 11 | 0 | 87 | 96 | 1 | 3 | 2 | 187 | 3 | 31 | 490 | 12 |

Major Street Volume: 725
Minor Approach Volume: 100
Minor Approach Volume Threshold: 396

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SIGNAL WARRANT DISCLAIMER

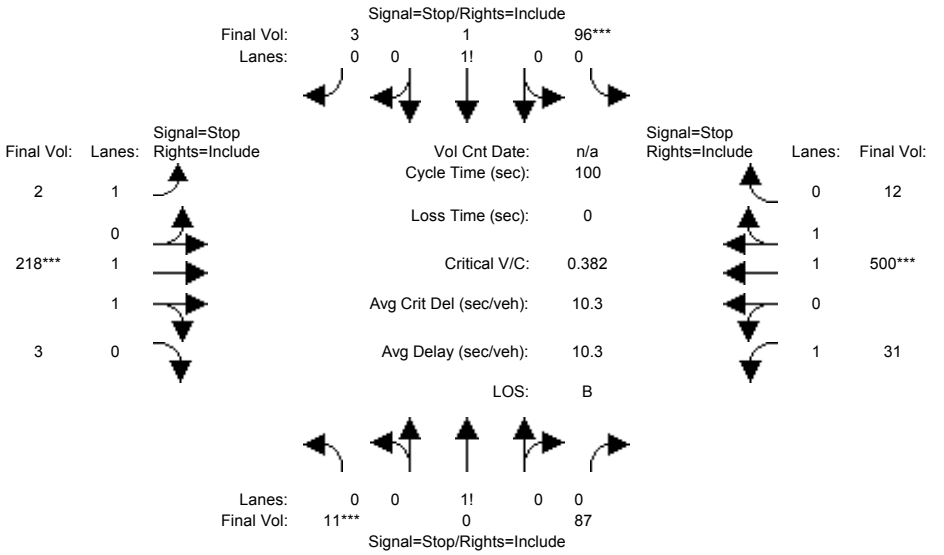
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

SMCCCD Facility Master Plan EIR
Prepared by
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Ex+Proj AM

## Intersection #3: Sheryl Drive & College Drive [Skyline College]




```
Street Name:          Sheryl Drive                College Drive
Approach:      North Bound     South Bound     East Bound      West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     0    0    0    0    0    0    0    0    0    0    0    0
------------|---------------||---------------||---------------||---------------|
Volume Module:AM Peak Hour
Base Vol:      11    0   87   96    1    3    2  218    3   31  500   12
Growth Adj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:   11    0   87   96    1    3    2  218    3   31  500   12
Added Vol:      0    0    0    0    0    0    0    0    0    0    0    0
PasserByVol:    0    0    0    0    0    0    0    0    0    0    0    0
Initial Fut:   11    0   87   96    1    3    2  218    3   31  500   12
User Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:    11    0   87   96    1    3    2  218    3   31  500   12
Reduct Vol:     0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:   11    0   87   96    1    3    2  218    3   31  500   12
PCE Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:   11    0   87   96    1    3    2  218    3   31  500   12
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:       0.11 0.00 0.89 0.96 0.01 0.03 1.00 1.97 0.03 1.00 1.95 0.05
Final Sat.:    72    0  567  550    6   17  566 1220   17  611 1310   32
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.15 xxxx 0.15 0.17 0.17 0.17 0.00 0.18 0.18 0.05 0.38 0.38
Crit Moves:  ****          ****               ****          ****
Delay/Veh:    9.0  0.0   9.0 10.0 10.0 10.0  8.8  9.5  9.5  8.8 11.1 11.1
Delay Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:   9.0  0.0   9.0 10.0 10.0 10.0  8.8  9.5  9.5  8.8 11.1 11.1
LOS by Move:    A    *    A    A    A    A    A    A    A    A    B    B
ApproachDel:        9.0            10.0            9.5            11.0
Delay Adj:        1.00            1.00           1.00            1.00
ApprAdjDel:         9.0            10.0            9.5            11.0
LOS by Appr:          A              A              A              B
AllWayAvgQ:   0.2  0.2   0.2   0.2  0.2   0.2   0.0  0.2   0.2   0.1  0.6   0.6
Note: Queue reported is the number of cars per lane.
```

Peak Hour Volume Signal Warrant Report [Urban]

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******************************************************************************
Intersection #3 Sheryl Drive & College Drive
******************************************************************************
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Future Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Stop Sign | | | Stop Sign | | | Stop Sign | | | Stop Sign | | |
| Lanes: | 0 0 | 1! 0 | 0 | 0 0 | 1! 0 | 0 | 1 0 | 1 | 1 0 | 1 0 | 1 | 1 0 |
| Initial Vol: | 11 | 0 | 87 | 96 | 1 | 3 | 2 | 218 | 3 | 31 | 500 | 12 |

Major Street Volume: 766
Minor Approach Volume: 100
Minor Approach Volume Threshold: 377

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SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

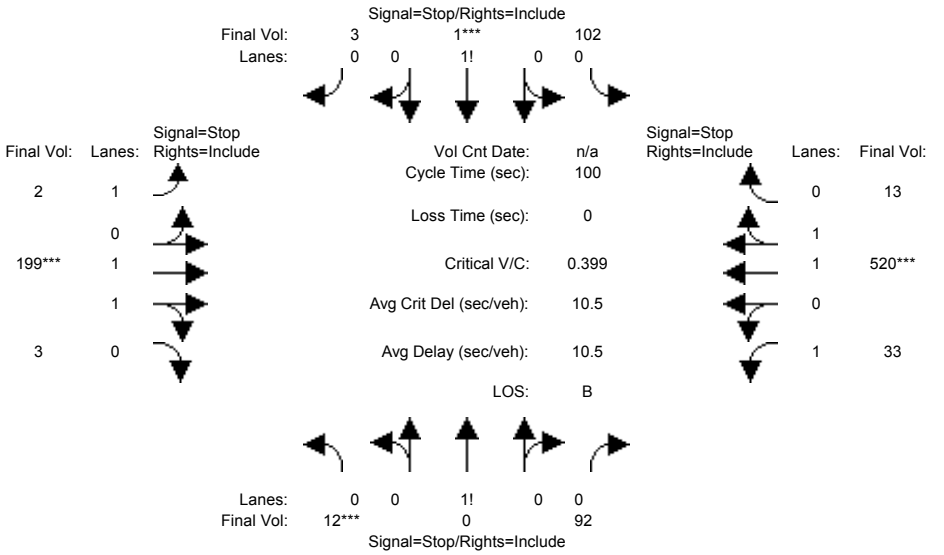
The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

SMCCCD Facility Master Plan EIR
Prepared by
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cum AM

## Intersection #3: Sheryl Drive & College Drive [Skyline College]




| Street Name: | Sheryl Drive | | | | | | College Drive | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Volume Module:AM Peak Hour | | | | | | | | | | | | |
| Base Vol: | 12 | 0 | 92 | 102 | 1 | 3 | 2 | 199 | 3 | 33 | 520 | 13 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 12 | 0 | 92 | 102 | 1 | 3 | 2 | 199 | 3 | 33 | 520 | 13 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 12 | 0 | 92 | 102 | 1 | 3 | 2 | 199 | 3 | 33 | 520 | 13 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 12 | 0 | 92 | 102 | 1 | 3 | 2 | 199 | 3 | 33 | 520 | 13 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 12 | 0 | 92 | 102 | 1 | 3 | 2 | 199 | 3 | 33 | 520 | 13 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 12 | 0 | 92 | 102 | 1 | 3 | 2 | 199 | 3 | 33 | 520 | 13 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.12 | 0.00 | 0.88 | 0.96 | 0.01 | 0.03 | 1.00 | 1.97 | 0.03 | 1.00 | 1.95 | 0.05 |
| Final Sat.: | 74 | 0 | 564 | 551 | 5 | 16 | 559 | 1200 | 18 | 609 | 1305 | 33 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.16 | xxxx | 0.16 | 0.19 | 0.19 | 0.19 | 0.00 | 0.17 | 0.17 | 0.05 | 0.40 | 0.40 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Delay/Veh: | 9.1 | 0.0 | 9.1 | 10.1 | 10.1 | 10.1 | 8.9 | 9.4 | 9.4 | 8.8 | 11.4 | 11.3 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 9.1 | 0.0 | 9.1 | 10.1 | 10.1 | 10.1 | 8.9 | 9.4 | 9.4 | 8.8 | 11.4 | 11.3 |
| LOS by Move: | A | * | A | B | B | B | A | A | A | A | B | B |
| ApproachDel: | 9.1 | | | 10.1 | | | 9.4 | | | 11.2 | | |
| Delay Adj: | 1.00 | | | 1.00 | | | 1.00 | | | 1.00 | | |
| ApprAdjDel: | 9.1 | | | 10.1 | | | 9.4 | | | 11.2 | | |
| LOS by Appr: | A | | | B | | | A | | | B | | |
| AllWayAvgQ: | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.0 | 0.2 | 0.2 | 0.1 | 0.6 | 0.6 |

Note: Queue reported is the number of cars per lane.

Peak Hour Volume Signal Warrant Report [Urban]

**********

Intersection #3 Sheryl Drive & College Drive

**********

Future Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Stop Sign | | | Stop Sign | | | Stop Sign | | | Stop Sign | | |
| Lanes: | 0 0 | 1! | 0 0 | 0 0 | 1! | 0 0 | 1 0 | 1 | 1 0 | 1 0 | 1 | 1 0 |
| Initial Vol: | 12 | 0 | 92 | 102 | 1 | 3 | 2 | 199 | 3 | 33 | 520 | 13 |

Major Street Volume: 770
Minor Approach Volume: 106
Minor Approach Volume Threshold: 375

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SIGNAL WARRANT DISCLAIMER

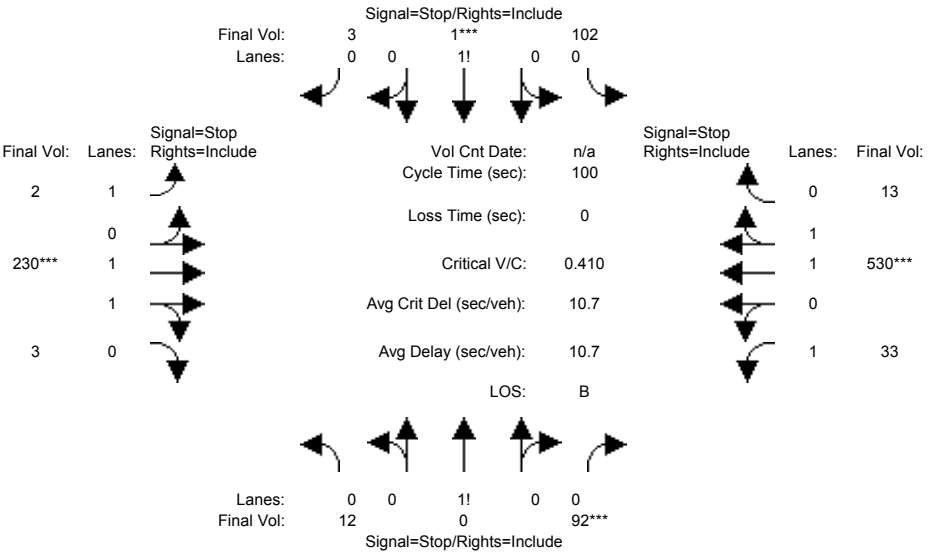
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

SMCCCD Facility Master Plan EIR
Prepared by
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cum+Proj AM

## Intersection #3: Sheryl Drive & College Drive [Skyline College]




```
Street Name:          Sheryl Drive                College Drive
Approach:      North Bound     South Bound     East Bound      West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     0    0    0    0    0    0    0    0    0    0    0    0
------------|---------------||---------------||---------------||---------------|
Volume Module:AM Peak Hour
Base Vol:      12    0   92  102    1    3    2  230    3   33  530   13
Growth Adj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:   12    0   92  102    1    3    2  230    3   33  530   13
Added Vol:      0    0    0    0    0    0    0    0    0    0    0    0
PasserByVol:    0    0    0    0    0    0    0    0    0    0    0    0
Initial Fut:   12    0   92  102    1    3    2  230    3   33  530   13
User Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:    12    0   92  102    1    3    2  230    3   33  530   13
Reduct Vol:     0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:   12    0   92  102    1    3    2  230    3   33  530   13
PCE Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:   12    0   92  102    1    3    2  230    3   33  530   13
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:       0.12 0.00 0.88 0.96 0.01 0.03 1.00 1.97 0.03 1.00 1.95 0.05
Final Sat.:    72    0  554  542    5   16  558 1198   16  604 1294   32
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.17 xxxx 0.17 0.19 0.19 0.19 0.00 0.19 0.19 0.05 0.41 0.41
Crit Moves:            ****      ****           ****           ****
Delay/Veh:    9.3  0.0  9.3 10.2 10.2 10.2  8.9  9.7  9.7  8.9 11.6 11.5
Delay Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:   9.3  0.0  9.3 10.2 10.2 10.2  8.9  9.7  9.7  8.9 11.6 11.5
LOS by Move:    A    *    A    B    B    B    A    A    A    A    B    B
ApproachDel:       9.3            10.2            9.7            11.4
Delay Adj:        1.00            1.00           1.00            1.00
ApprAdjDel:        9.3            10.2            9.7            11.4
LOS by Appr:         A              B              A              B
AllWayAvgQ:   0.2  0.2  0.2  0.2  0.2  0.2  0.0  0.2  0.2  0.1  0.7  0.6
Note: Queue reported is the number of cars per lane.
```

Peak Hour Volume Signal Warrant Report [Urban]

```
******************************************************************************
Intersection #3 Sheryl Drive & College Drive
******************************************************************************
```

Future Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Stop Sign | | | Stop Sign | | | Stop Sign | | | Stop Sign | | |
| Lanes: | 0 | 0 1! | 0 | 0 | 0 1! | 0 | 1 | 0 1 | 1 | 0 1 | 0 1 | 1 |
| Initial Vol: | 12 | 0 | 92 | 102 | 1 | 3 | 2 | 230 | 3 | 33 | 530 | 13 |

Major Street Volume: 811
Minor Approach Volume: 106
Minor Approach Volume Threshold: 357

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SIGNAL WARRANT DISCLAIMER

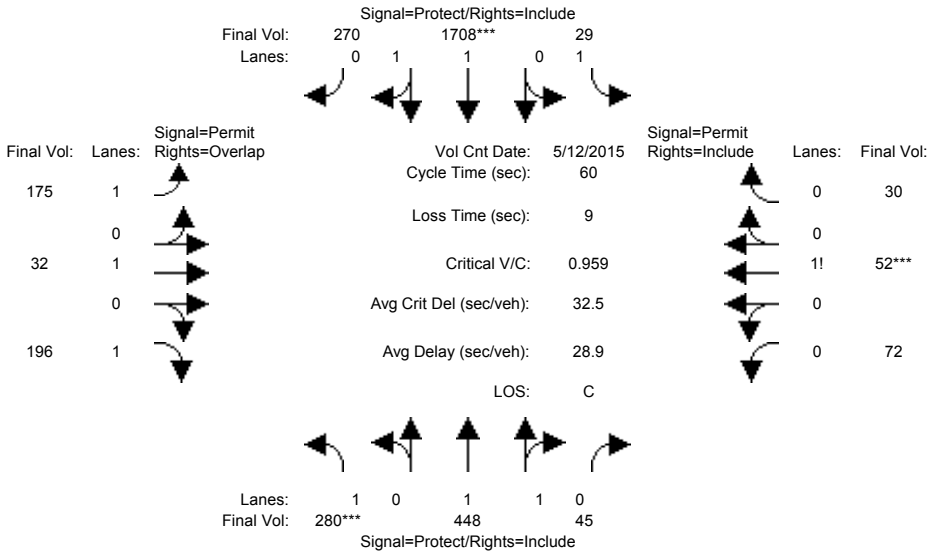
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

SMCCCD Facility Master Plan EIR
Prepared by
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex AM

## Intersection #4: Skyline Boulevard & College Drive [Skyline College]




| Street Name: | Skyline Boulevard | | | | | | College Drive | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: >> Count Date: 12 May 2015 << 7:45 - 8:45 am | | | | | | | | | | | | |
| Base Vol: | 280 | 448 | 45 | 29 | 1708 | 270 | 175 | 32 | 196 | 72 | 52 | 30 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 280 | 448 | 45 | 29 | 1708 | 270 | 175 | 32 | 196 | 72 | 52 | 30 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 280 | 448 | 45 | 29 | 1708 | 270 | 175 | 32 | 196 | 72 | 52 | 30 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 280 | 448 | 45 | 29 | 1708 | 270 | 175 | 32 | 196 | 72 | 52 | 30 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 280 | 448 | 45 | 29 | 1708 | 270 | 175 | 32 | 196 | 72 | 52 | 30 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 280 | 448 | 45 | 29 | 1708 | 270 | 175 | 32 | 196 | 72 | 52 | 30 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.94 | 0.94 | 0.95 | 0.93 | 0.93 | 0.98 | 1.00 | 0.85 | 0.80 | 0.80 | 0.80 |
| Lanes: | 1.00 | 1.82 | 0.18 | 1.00 | 1.73 | 0.27 | 1.00 | 1.00 | 1.00 | 0.47 | 0.34 | 0.19 |
| Final Sat.: | 1805 | 3235 | 325 | 1805 | 3052 | 482 | 1870 | 1900 | 1615 | 715 | 516 | 298 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.16 | 0.14 | 0.14 | 0.02 | 0.56 | 0.56 | 0.09 | 0.02 | 0.12 | 0.10 | 0.10 | 0.10 |
| Crit Moves: | **** | | | **** | | | | | **** | | | |
| Green/Cycle: | 0.16 | 0.67 | 0.67 | 0.08 | 0.58 | 0.58 | 0.11 | 0.11 | 0.27 | 0.11 | 0.11 | 0.11 |
| Volume/Cap: | 0.96 | 0.21 | 0.21 | 0.21 | 0.96 | 0.96 | 0.89 | 0.16 | 0.46 | 0.96 | 0.96 | 0.96 |
| Delay/Veh: | 66.6 | 3.9 | 3.9 | 26.7 | 23.6 | 23.6 | 62.4 | 24.8 | 19.1 | 85.5 | 85.5 | 85.5 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 66.6 | 3.9 | 3.9 | 26.7 | 23.6 | 23.6 | 62.4 | 24.8 | 19.1 | 85.5 | 85.5 | 85.5 |
| LOS by Move: | E | A | A | C | C | C | E | C | B | F | F | F |
| HCM2k95thQ: | 18 | 4 | 4 | 1 | 42 | 42 | 12 | 1 | 7 | 13 | 13 | 13 |

Note: Queue reported is the number of cars per lane.

SMCCCD Facility Master Plan EIR
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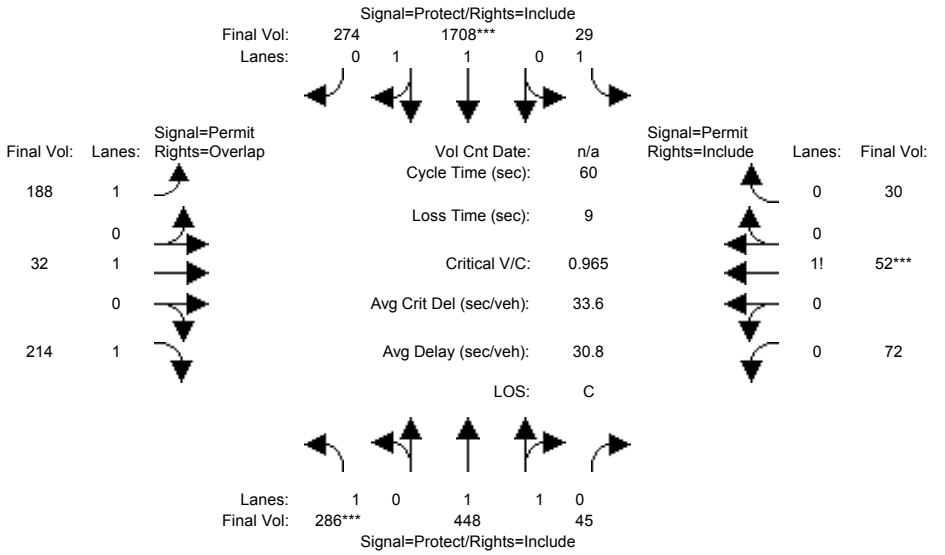
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex+Proj AM

## Intersection #4: Skyline Boulevard & College Drive [Skyline College]




| Street Name: | Skyline Boulevard | | | | | | College Drive | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module:AM Peak Hour | | | | | | | | | | | | |
| Base Vol: | 286 | 448 | 45 | 29 | 1708 | 274 | 188 | 32 | 214 | 72 | 52 | 30 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 286 | 448 | 45 | 29 | 1708 | 274 | 188 | 32 | 214 | 72 | 52 | 30 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 286 | 448 | 45 | 29 | 1708 | 274 | 188 | 32 | 214 | 72 | 52 | 30 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 286 | 448 | 45 | 29 | 1708 | 274 | 188 | 32 | 214 | 72 | 52 | 30 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 286 | 448 | 45 | 29 | 1708 | 274 | 188 | 32 | 214 | 72 | 52 | 30 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 286 | 448 | 45 | 29 | 1708 | 274 | 188 | 32 | 214 | 72 | 52 | 30 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.94 | 0.94 | 0.95 | 0.93 | 0.93 | 0.99 | 1.00 | 0.85 | 0.80 | 0.80 | 0.80 |
| Lanes: | 1.00 | 1.82 | 0.18 | 1.00 | 1.72 | 0.28 | 1.00 | 1.00 | 1.00 | 0.47 | 0.34 | 0.19 |
| Final Sat.: | 1805 | 3235 | 325 | 1805 | 3046 | 489 | 1873 | 1900 | 1615 | 715 | 516 | 298 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.16 | 0.14 | 0.14 | 0.02 | 0.56 | 0.56 | 0.10 | 0.02 | 0.13 | 0.10 | 0.10 | 0.10 |
| Crit Moves: | **** | | | **** | | | | | **** | | | |
| Green/Cycle: | 0.16 | 0.67 | 0.67 | 0.08 | 0.58 | 0.58 | 0.10 | 0.10 | 0.27 | 0.10 | 0.10 | 0.10 |
| Volume/Cap: | 0.96 | 0.21 | 0.21 | 0.21 | 0.96 | 0.96 | 0.96 | 0.16 | 0.49 | 0.96 | 0.96 | 0.96 |
| Delay/Veh: | 67.5 | 3.9 | 3.9 | 26.7 | 24.6 | 24.6 | 79.7 | 24.9 | 19.4 | 87.2 | 87.2 | 87.2 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 67.5 | 3.9 | 3.9 | 26.7 | 24.6 | 24.6 | 79.7 | 24.9 | 19.4 | 87.2 | 87.2 | 87.2 |
| LOS by Move: | E | A | A | C | C | C | E | C | B | F | F | F |
| HCM2k95thQ: | 19 | 4 | 4 | 1 | 42 | 42 | 14 | 1 | 8 | 13 | 13 | 13 |

Note: Queue reported is the number of cars per lane.

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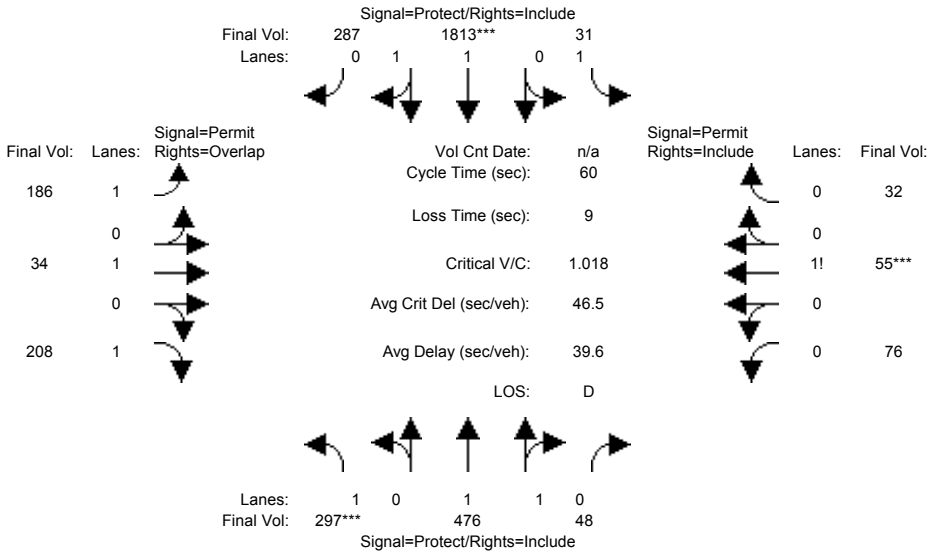
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum AM

## Intersection #4: Skyline Boulevard & College Drive [Skyline College]




| Street Name: | Skyline Boulevard | | | | | | College Drive | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module:AM Peak Hour | | | | | | | | | | | | |
| Base Vol: | 297 | 476 | 48 | 31 | 1813 | 287 | 186 | 34 | 208 | 76 | 55 | 32 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 297 | 476 | 48 | 31 | 1813 | 287 | 186 | 34 | 208 | 76 | 55 | 32 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 297 | 476 | 48 | 31 | 1813 | 287 | 186 | 34 | 208 | 76 | 55 | 32 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 297 | 476 | 48 | 31 | 1813 | 287 | 186 | 34 | 208 | 76 | 55 | 32 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 297 | 476 | 48 | 31 | 1813 | 287 | 186 | 34 | 208 | 76 | 55 | 32 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 297 | 476 | 48 | 31 | 1813 | 287 | 186 | 34 | 208 | 76 | 55 | 32 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.94 | 0.94 | 0.95 | 0.93 | 0.93 | 1.00 | 1.00 | 0.85 | 0.80 | 0.80 | 0.80 |
| Lanes: | 1.00 | 1.82 | 0.18 | 1.00 | 1.73 | 0.27 | 1.00 | 1.00 | 1.00 | 0.46 | 0.34 | 0.20 |
| Final Sat.: | 1805 | 3233 | 326 | 1805 | 3051 | 483 | 1900 | 1900 | 1615 | 712 | 515 | 300 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.16 | 0.15 | 0.15 | 0.02 | 0.59 | 0.59 | 0.10 | 0.02 | 0.13 | 0.11 | 0.11 | 0.11 |
| Crit Moves: | **** | | | **** | | | | | **** | | | |
| Green/Cycle: | 0.16 | 0.67 | 0.67 | 0.08 | 0.58 | 0.58 | 0.10 | 0.10 | 0.27 | 0.10 | 0.10 | 0.10 |
| Volume/Cap: | 1.02 | 0.22 | 0.22 | 0.22 | 1.02 | 1.02 | 0.93 | 0.17 | 0.48 | 1.02 | 1.02 | 1.02 |
| Delay/Veh: | 82.6 | 3.9 | 3.9 | 26.8 | 37.0 | 37.0 | 71.9 | 24.9 | 19.4 | 102.9 | 103 | 102.9 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 82.6 | 3.9 | 3.9 | 26.8 | 37.0 | 37.0 | 71.9 | 24.9 | 19.4 | 102.9 | 103 | 102.9 |
| LOS by Move: | F | A | A | C | D | D | E | C | B | F | F | F |
| HCM2k95thQ: | 21 | 4 | 4 | 2 | 51 | 51 | 14 | 1 | 8 | 14 | 14 | 14 |

Note: Queue reported is the number of cars per lane.

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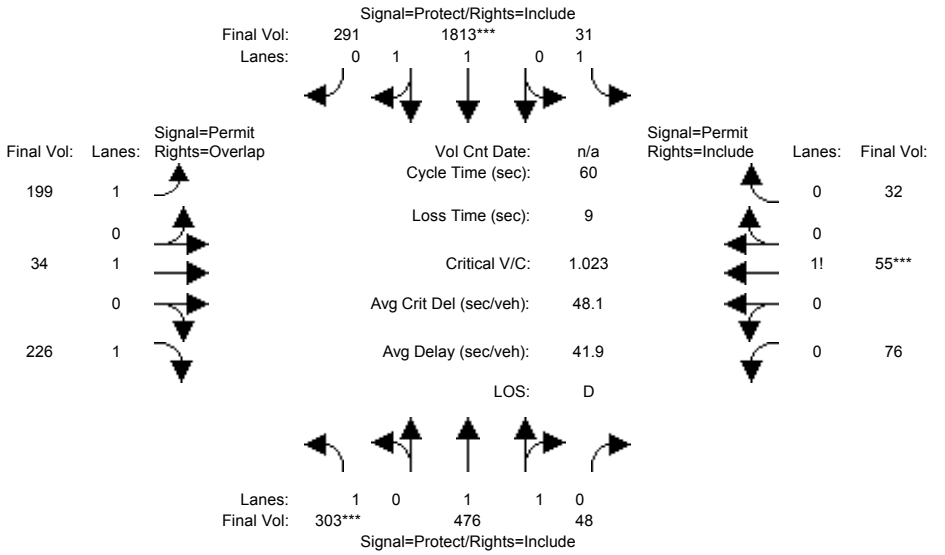
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum+Proj AM

## Intersection #4: Skyline Boulevard & College Drive [Skyline College]




| Street Name: | Skyline Boulevard | | | | | | College Drive | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module:AM Peak Hour | | | | | | | | | | | | |
| Base Vol: | 303 | 476 | 48 | 31 | 1813 | 291 | 199 | 34 | 226 | 76 | 55 | 32 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 303 | 476 | 48 | 31 | 1813 | 291 | 199 | 34 | 226 | 76 | 55 | 32 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 303 | 476 | 48 | 31 | 1813 | 291 | 199 | 34 | 226 | 76 | 55 | 32 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 303 | 476 | 48 | 31 | 1813 | 291 | 199 | 34 | 226 | 76 | 55 | 32 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 303 | 476 | 48 | 31 | 1813 | 291 | 199 | 34 | 226 | 76 | 55 | 32 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 303 | 476 | 48 | 31 | 1813 | 291 | 199 | 34 | 226 | 76 | 55 | 32 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.94 | 0.94 | 0.95 | 0.93 | 0.93 | 1.00 | 1.00 | 0.85 | 0.80 | 0.80 | 0.80 |
| Lanes: | 1.00 | 1.82 | 0.18 | 1.00 | 1.72 | 0.28 | 1.00 | 1.00 | 1.00 | 0.46 | 0.34 | 0.20 |
| Final Sat.: | 1805 | 3233 | 326 | 1805 | 3045 | 489 | 1900 | 1900 | 1615 | 712 | 515 | 300 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.17 | 0.15 | 0.15 | 0.02 | 0.60 | 0.60 | 0.10 | 0.02 | 0.14 | 0.11 | 0.11 | 0.11 |
| Crit Moves: | **** | | | **** | | | | | **** | | | |
| Green/Cycle: | 0.16 | 0.67 | 0.67 | 0.08 | 0.58 | 0.58 | 0.10 | 0.10 | 0.27 | 0.10 | 0.10 | 0.10 |
| Volume/Cap: | 1.02 | 0.22 | 0.22 | 0.22 | 1.02 | 1.02 | 1.00 | 0.17 | 0.52 | 1.02 | 1.02 | 1.02 |
| Delay/Veh: | 83.5 | 3.9 | 3.9 | 26.7 | 38.6 | 38.6 | 91.8 | 24.9 | 19.8 | 104.5 | 104 | 104.5 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 83.5 | 3.9 | 3.9 | 26.7 | 38.6 | 38.6 | 91.8 | 24.9 | 19.8 | 104.5 | 104 | 104.5 |
| LOS by Move: | F | A | A | C | D | D | F | C | B | F | F | F |
| HCM2k95thQ: | 21 | 4 | 4 | 2 | 51 | 51 | 16 | 1 | 8 | 14 | 14 | 14 |

Note: Queue reported is the number of cars per lane.

SMCCCD Facility Master Plan EIR
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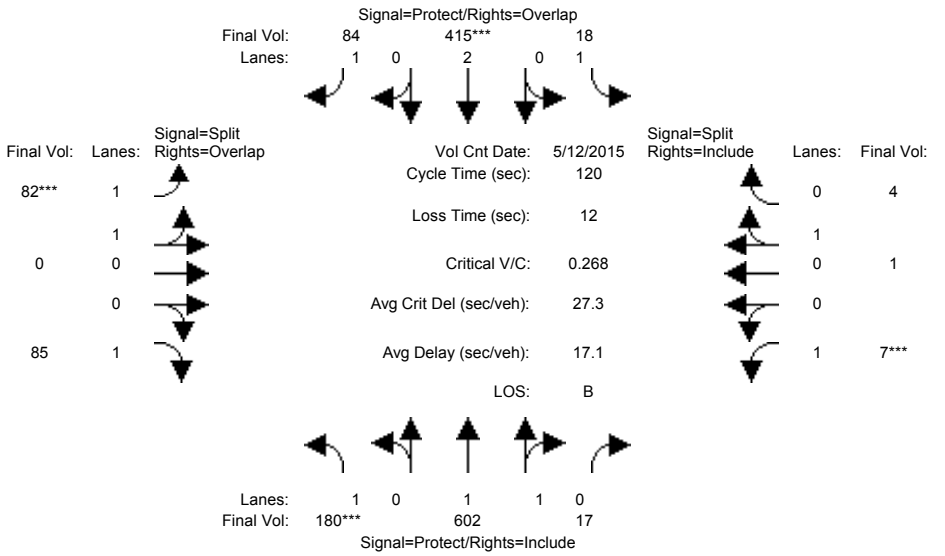
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex PM

## Intersection #1: Woodhill Drive & Farm Hill Boulevard [Canada College]

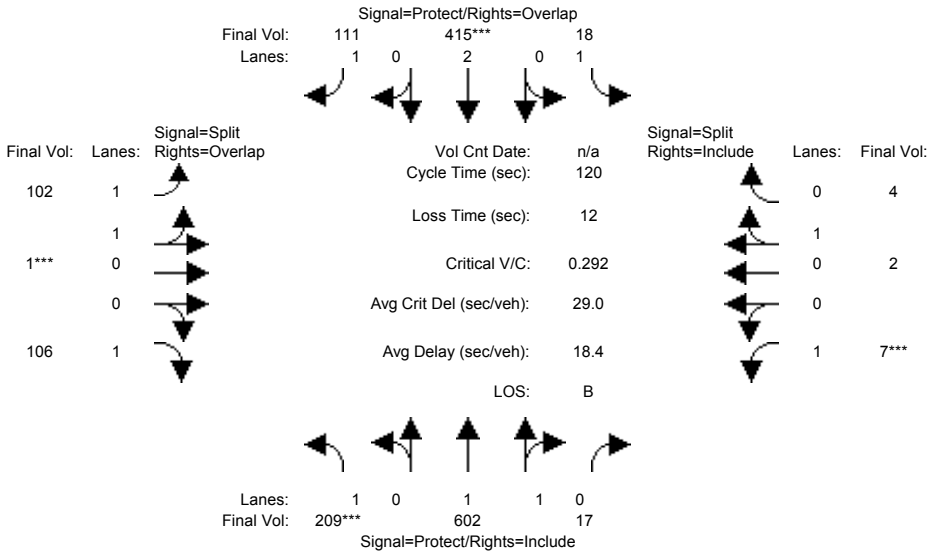



```
Street Name:      Farm Hill Boulevard              Woodhill Drive
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Y+R:         4.0  4.0  4.0  4.0  4.0  4.0  4.0  4.0  4.0  4.0  4.0  4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 12 May 2015 << 5 - 6 pm
Base Vol:    180  602   17   18  415   84   82    0   85    7    1    4
Growth Adj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 180  602   17   18  415   84   82    0   85    7    1    4
Added Vol:     0    0    0    0    0    0    0    0    0    0    0    0
PasserByVol:   0    0    0    0    0    0    0    0    0    0    0    0
Initial Fut: 180  602   17   18  415   84   82    0   85    7    1    4
User Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:  180  602   17   18  415   84   82    0   85    7    1    4
Reduct Vol:    0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol: 180  602   17   18  415   84   82    0   85    7    1    4
PCE Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 180  602   17   18  415   84   82    0   85    7    1    4
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment:  0.95 0.95 0.95 0.95 0.95 0.85 0.95 1.00 0.85 0.95 0.88 0.88
Lanes:       1.00 1.95 0.05 1.00 2.00 1.00 2.00 0.00 1.00 1.00 0.20 0.80
Final Sat.:  1805 3497   99 1805 3610 1615 3618    0 1615 1805  334 1338
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.10 0.17 0.17 0.01 0.11 0.05 0.02 0.00 0.05 0.00 0.00 0.00
Crit Moves:  ****              ****       ****           ****
Green/Cycle: 0.37 0.76 0.76 0.04 0.43 0.51 0.08 0.00 0.46 0.01 0.01 0.01
Volume/Cap:  0.27 0.23 0.23 0.23 0.27 0.10 0.27 0.00 0.12 0.27 0.21 0.21
Delay/Veh:   26.5  4.3  4.3 56.9 22.2 15.0 51.9  0.0 18.8 64.0 62.7 62.7
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:  26.5  4.3  4.3 56.9 22.2 15.0 51.9  0.0 18.8 64.0 62.7 62.7
LOS by Move:    C    A    A    E    C    B    D    A    B    E    E    E
HCM2k95thQ:     9    7    7    2   10    3    3    0    4    1    1    1
Note: Queue reported is the number of cars per lane.
```

SMCCCD Facility Master Plan EIR
Prepared by
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex+Proj PM

## Intersection #1: Woodhill Drive & Farm Hill Boulevard [Canada College]




| Street Name: | Farm Hill Boulevard | | | | | | Woodhill Drive | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: PM Peak Hour | | | | | | | | | | | | |
| Base Vol: | 209 | 602 | 17 | 18 | 415 | 111 | 102 | 1 | 106 | 7 | 2 | 4 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 209 | 602 | 17 | 18 | 415 | 111 | 102 | 1 | 106 | 7 | 2 | 4 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 209 | 602 | 17 | 18 | 415 | 111 | 102 | 1 | 106 | 7 | 2 | 4 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 209 | 602 | 17 | 18 | 415 | 111 | 102 | 1 | 106 | 7 | 2 | 4 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 209 | 602 | 17 | 18 | 415 | 111 | 102 | 1 | 106 | 7 | 2 | 4 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 209 | 602 | 17 | 18 | 415 | 111 | 102 | 1 | 106 | 7 | 2 | 4 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.85 | 0.95 | 0.95 | 0.85 | 0.95 | 0.90 | 0.90 |
| Lanes: | 1.00 | 1.95 | 0.05 | 1.00 | 2.00 | 1.00 | 1.98 | 0.02 | 1.00 | 1.00 | 0.33 | 0.67 |
| Final Sat.: | 1805 | 3497 | 99 | 1805 | 3610 | 1615 | 3586 | 35 | 1615 | 1805 | 570 | 1140 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.12 | 0.17 | 0.17 | 0.01 | 0.11 | 0.07 | 0.03 | 0.03 | 0.07 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green/Cycle: | 0.40 | 0.75 | 0.75 | 0.04 | 0.39 | 0.49 | 0.10 | 0.10 | 0.49 | 0.01 | 0.01 | 0.01 |
| Volume/Cap: | 0.29 | 0.23 | 0.23 | 0.23 | 0.29 | 0.14 | 0.29 | 0.29 | 0.13 | 0.29 | 0.26 | 0.26 |
| Delay/Veh: | 25.0 | 4.7 | 4.7 | 57.0 | 25.1 | 16.8 | 50.8 | 50.8 | 16.6 | 65.3 | 64.8 | 64.8 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 25.0 | 4.7 | 4.7 | 57.0 | 25.1 | 16.8 | 50.8 | 50.8 | 16.6 | 65.3 | 64.8 | 64.8 |
| LOS by Move: | C | A | A | E | C | B | D | D | B | E | E | E |
| HCM2k95thQ: | 10 | 7 | 7 | 2 | 11 | 4 | 4 | 4 | 4 | 1 | 1 | 1 |

Note: Queue reported is the number of cars per lane.

SMCCCD Facility Master Plan EIR
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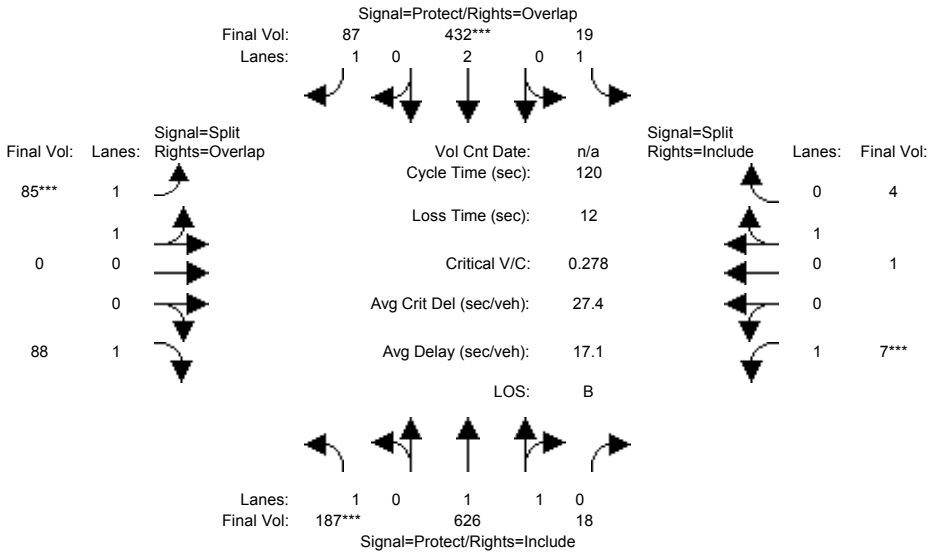
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum PM

## Intersection #1: Woodhill Drive & Farm Hill Boulevard [Canada College]




| Street Name: | Farm Hill Boulevard | | | | | | Woodhill Drive | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: PM Peak Hour | | | | | | | | | | | | |
| Base Vol: | 187 | 626 | 18 | 19 | 432 | 87 | 85 | 0 | 88 | 7 | 1 | 4 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 187 | 626 | 18 | 19 | 432 | 87 | 85 | 0 | 88 | 7 | 1 | 4 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 187 | 626 | 18 | 19 | 432 | 87 | 85 | 0 | 88 | 7 | 1 | 4 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 187 | 626 | 18 | 19 | 432 | 87 | 85 | 0 | 88 | 7 | 1 | 4 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 187 | 626 | 18 | 19 | 432 | 87 | 85 | 0 | 88 | 7 | 1 | 4 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 187 | 626 | 18 | 19 | 432 | 87 | 85 | 0 | 88 | 7 | 1 | 4 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.85 | 0.95 | 1.00 | 0.85 | 0.95 | 0.88 | 0.88 |
| Lanes: | 1.00 | 1.94 | 0.06 | 1.00 | 2.00 | 1.00 | 2.00 | 0.00 | 1.00 | 1.00 | 0.20 | 0.80 |
| Final Sat.: | 1805 | 3495 | 100 | 1805 | 3610 | 1615 | 3618 | 0 | 1615 | 1805 | 334 | 1338 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.10 | 0.18 | 0.18 | 0.01 | 0.12 | 0.05 | 0.02 | 0.00 | 0.05 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green/Cycle: | 0.37 | 0.76 | 0.76 | 0.04 | 0.43 | 0.51 | 0.08 | 0.00 | 0.46 | 0.01 | 0.01 | 0.01 |
| Volume/Cap: | 0.28 | 0.24 | 0.24 | 0.24 | 0.28 | 0.10 | 0.28 | 0.00 | 0.12 | 0.28 | 0.21 | 0.21 |
| Delay/Veh: | 26.6 | 4.4 | 4.4 | 56.9 | 22.3 | 15.0 | 52.0 | 0.0 | 18.8 | 64.5 | 63.1 | 63.1 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 26.6 | 4.4 | 4.4 | 56.9 | 22.3 | 15.0 | 52.0 | 0.0 | 18.8 | 64.5 | 63.1 | 63.1 |
| LOS by Move: | C | A | A | E | C | B | D | A | B | E | E | E |
| HCM2k95thQ: | 9 | 7 | 7 | 2 | 10 | 3 | 3 | 0 | 4 | 1 | 1 | 1 |

Note: Queue reported is the number of cars per lane.

SMCCCD Facility Master Plan EIR
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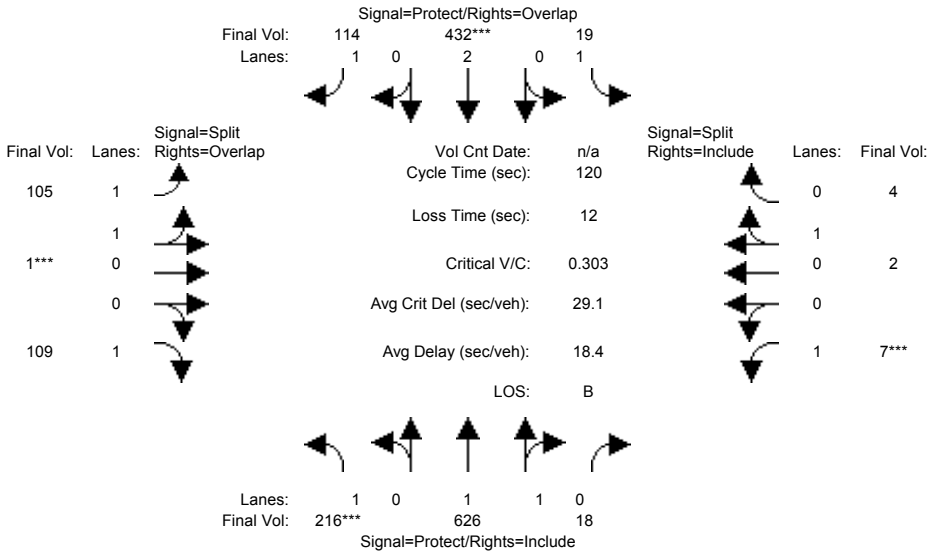
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum+Proj PM

## Intersection #1: Woodhill Drive & Farm Hill Boulevard [Canada College]




| Street Name: | Farm Hill Boulevard | | | | | | Woodhill Drive | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: PM Peak Hour | | | | | | | | | | | | |
| Base Vol: | 216 | 626 | 18 | 19 | 432 | 114 | 105 | 1 | 109 | 7 | 2 | 4 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 216 | 626 | 18 | 19 | 432 | 114 | 105 | 1 | 109 | 7 | 2 | 4 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 216 | 626 | 18 | 19 | 432 | 114 | 105 | 1 | 109 | 7 | 2 | 4 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 216 | 626 | 18 | 19 | 432 | 114 | 105 | 1 | 109 | 7 | 2 | 4 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 216 | 626 | 18 | 19 | 432 | 114 | 105 | 1 | 109 | 7 | 2 | 4 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 216 | 626 | 18 | 19 | 432 | 114 | 105 | 1 | 109 | 7 | 2 | 4 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.85 | 0.95 | 0.95 | 0.85 | 0.95 | 0.90 | 0.90 |
| Lanes: | 1.00 | 1.94 | 0.06 | 1.00 | 2.00 | 1.00 | 1.98 | 0.02 | 1.00 | 1.00 | 0.33 | 0.67 |
| Final Sat.: | 1805 | 3495 | 100 | 1805 | 3610 | 1615 | 3587 | 34 | 1615 | 1805 | 570 | 1140 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.12 | 0.18 | 0.18 | 0.01 | 0.12 | 0.07 | 0.03 | 0.03 | 0.07 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green/Cycle: | 0.40 | 0.75 | 0.75 | 0.04 | 0.40 | 0.49 | 0.10 | 0.10 | 0.49 | 0.01 | 0.01 | 0.01 |
| Volume/Cap: | 0.30 | 0.24 | 0.24 | 0.24 | 0.30 | 0.14 | 0.30 | 0.30 | 0.14 | 0.30 | 0.27 | 0.27 |
| Delay/Veh: | 25.2 | 4.7 | 4.7 | 57.0 | 25.0 | 16.7 | 50.9 | 50.9 | 16.7 | 66.0 | 65.4 | 65.4 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 25.2 | 4.7 | 4.7 | 57.0 | 25.0 | 16.7 | 50.9 | 50.9 | 16.7 | 66.0 | 65.4 | 65.4 |
| LOS by Move: | C | A | A | E | C | B | D | D | B | E | E | E |
| HCM2k95thQ: | 10 | 8 | 8 | 2 | 11 | 5 | 4 | 4 | 4 | 1 | 1 | 1 |

Note: Queue reported is the number of cars per lane.

SMCCCD Facility Master Plan EIR
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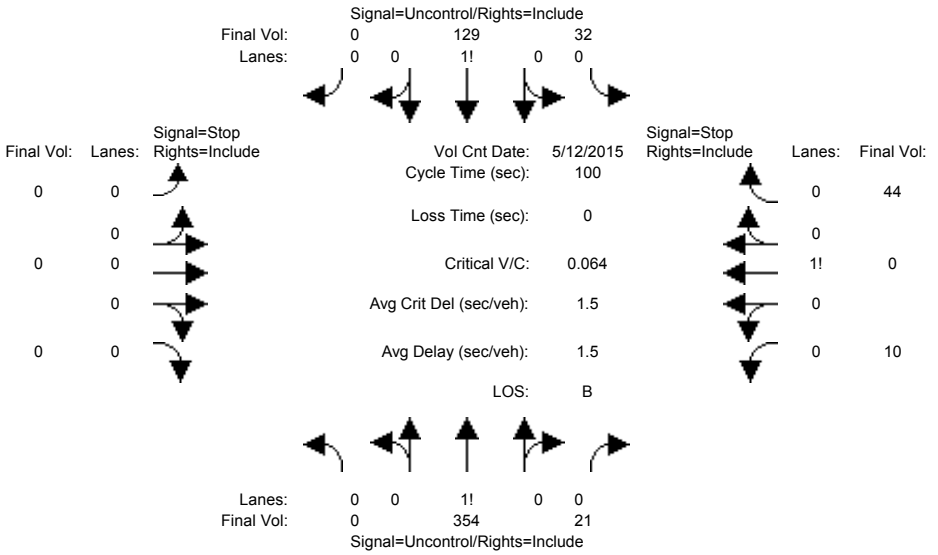
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Ex PM

## Intersection #2: Canada Road & West Entry Drive [Canada College]




| Street Name: | Canada Road | | | | | | West Entry Drive | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Volume Module: >> Count Date: 12 May 2015 << 5 - 6 pm | | | | | | | | | | | | |
| Base Vol: | 0 | 354 | 21 | 32 | 129 | 0 | 0 | 0 | 0 | 10 | 0 | 44 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 354 | 21 | 32 | 129 | 0 | 0 | 0 | 0 | 10 | 0 | 44 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 354 | 21 | 32 | 129 | 0 | 0 | 0 | 0 | 10 | 0 | 44 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 354 | 21 | 32 | 129 | 0 | 0 | 0 | 0 | 10 | 0 | 44 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 354 | 21 | 32 | 129 | 0 | 0 | 0 | 0 | 10 | 0 | 44 |
| Critical Gap Module: | | | | | | | | | | | | |
| Critical Gp: | xxxxx | xxxx | xxxxx | 4.1 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 6.4 | 6.5 | 6.2 |
| FollowUpTim: | xxxxx | xxxx | xxxxx | 2.2 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 3.5 | 4.0 | 3.3 |
| Capacity Module: | | | | | | | | | | | | |
| Cnflict Vol: | xxxx | xxxx | xxxxx | 375 | xxxx | xxxxx | xxxx | xxxx | xxxxx | 558 | 558 | 365 |
| Potent Cap.: | xxxx | xxxx | xxxxx | 1195 | xxxx | xxxxx | xxxx | xxxx | xxxxx | 495 | 441 | 685 |
| Move Cap.: | xxxx | xxxx | xxxxx | 1195 | xxxx | xxxxx | xxxx | xxxx | xxxxx | 484 | 429 | 685 |
| Volume/Cap: | xxxx | xxxx | xxxx | 0.03 | xxxx | xxxx | xxxx | xxxx | xxxx | 0.02 | 0.00 | 0.06 |
| Level Of Service Module: | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | xxxxx | 0.1 | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Control Del: | xxxxx | xxxx | xxxxx | 8.1 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| LOS by Move: | * | * | * | A | * | * | * | * | * | * | * | * |
| Movement: | LT | LTR | RT | LT | LTR | RT | LT | LTR | RT | LT | LTR | RT |
| Shared Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | 636 | xxxxx |
| SharedQueue: | xxxxx | xxxx | xxxxx | 0.1 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | 0.3 | xxxxx |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | 8.1 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | 11.2 | xxxxx |
| Shared LOS: | * | * | * | A | * | * | * | * | * | * | B | * |
| ApproachDel: | xxxxxx | | | xxxxxx | | | xxxxxx | | | 11.2 | | |
| ApproachLOS: | * | | | * | | | * | | | B | | |

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

**********

Intersection #2 Canada Road & West Entry Drive

**********

Future Volume Alternative: Peak Hour Warrant NOT Met

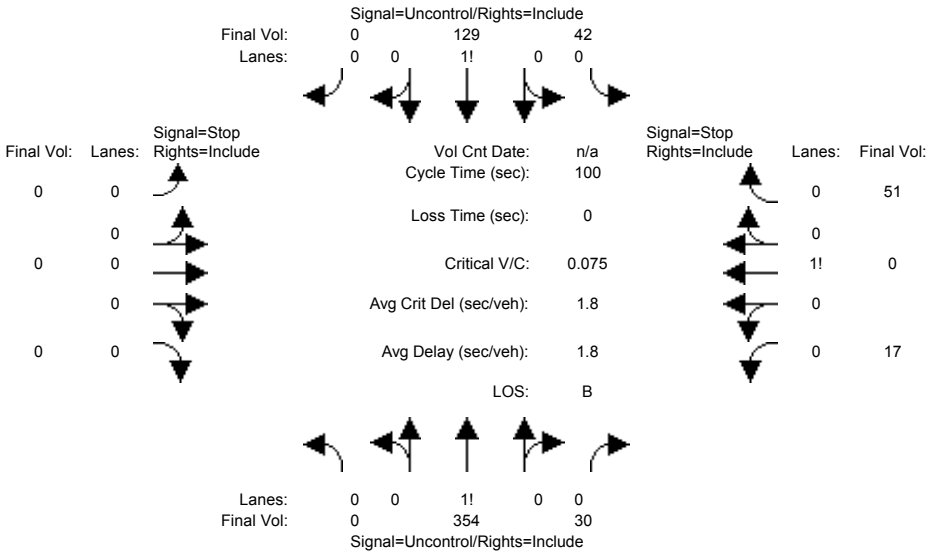
```
------------|---------------||---------------||---------------||---------------|
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:      Uncontrolled    Uncontrolled     Stop Sign       Stop Sign
Lanes:       0  0  0  1  0   0  1  0  0  0   0  0  0  0  0   0  0  1! 0  0
Initial Vol:    0  354   21   32  129    0    0    0    0   10    0   44
ApproachDel:   xxxxxx         xxxxxx         xxxxxx           11.2
------------|---------------||---------------||---------------||---------------|
Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
  FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=54]
  FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=590]
  FAIL - Total volume less than 650 for intersection
       with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
            Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #2 Canada Road & West Entry Drive
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:      Uncontrolled    Uncontrolled     Stop Sign       Stop Sign
Lanes:       0  0  0  1  0   0  1  0  0  0   0  0  0  0  0   0  0  1! 0  0
Initial Vol:    0  354   21   32  129    0    0    0    0   10    0   44
------------|---------------||---------------||---------------||---------------|
Major Street Volume:           536
Minor Approach Volume:          54
Minor Approach Volume Threshold: 386
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```

SMCCCD Facility Master Plan EIR
Prepared by
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Ex+Proj PM

## Intersection #2: Canada Road & West Entry Drive [Canada College]




```
Street Name:          Canada Road                  West Entry Drive
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:PM Peak Hour
Base Vol:       0  354   30    42  129    0     0    0    0    17    0    51
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  354   30    42  129    0     0    0    0    17    0    51
Added Vol:      0    0    0     0    0    0     0    0    0     0    0     0
PasserByVol:    0    0    0     0    0    0     0    0    0     0    0     0
Initial Fut:    0  354   30    42  129    0     0    0    0    17    0    51
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  354   30    42  129    0     0    0    0    17    0    51
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0     0
FinalVolume:    0  354   30    42  129    0     0    0    0    17    0    51
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4  6.5   6.2
FollowUpTim:xxxxx xxxx xxxxx   2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5  4.0   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx   384 xxxx xxxxx  xxxx xxxx xxxxx   582  582   369
Potent Cap.: xxxx xxxx xxxxx  1186 xxxx xxxxx  xxxx xxxx xxxxx   479  427   681
Move Cap.:   xxxx xxxx xxxxx  1186 xxxx xxxxx  xxxx xxxx xxxxx   465  412   681
Volume/Cap:  xxxx xxxx  xxxx  0.04 xxxx  xxxx  xxxx xxxx  xxxx  0.04 0.00  0.07
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx   0.1 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx   8.1 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     *     A    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  610 xxxxx
SharedQueue:xxxxx xxxx xxxxx   0.1 xxxx xxxxx xxxxx xxxx xxxxx xxxxx  0.4 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx   8.1 xxxx xxxxx xxxxx xxxx xxxxx xxxxx 11.6 xxxxx
Shared LOS:     *    *     *     A    *     *     *    *     *     *    B     *
ApproachDel:    xxxxxx          xxxxxx          xxxxxx          11.6
ApproachLOS:         *               *               *          B
Note: Queue reported is the number of cars per lane.
```

Peak Hour Delay Signal Warrant Report

```
********************************************************************************
Intersection #2 Canada Road & West Entry Drive
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
```

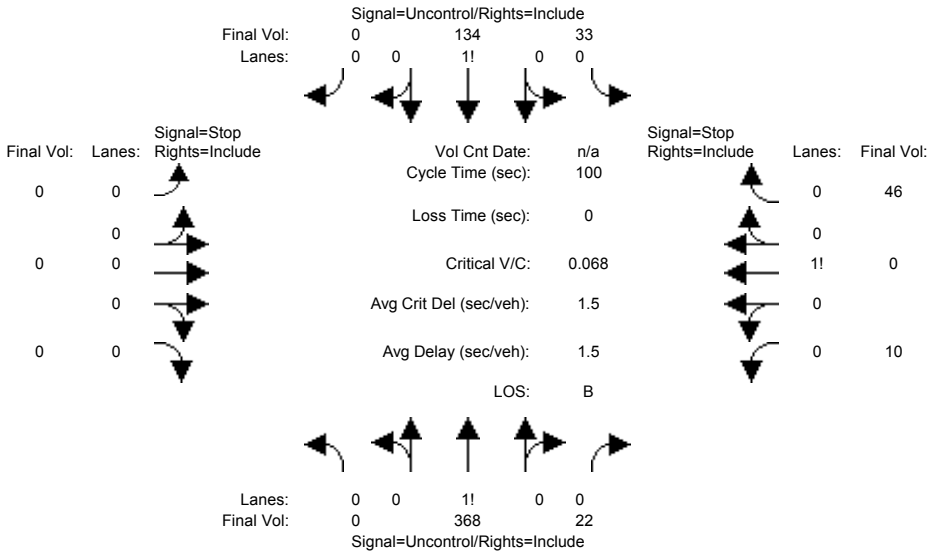
```
------------|---------------||---------------||---------------||---------------|
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:      Uncontrolled    Uncontrolled     Stop Sign       Stop Sign
Lanes:       0  0  0  1  0   0  1  0  0  0   0  0  0  0  0   0  0  1! 0  0
Initial Vol:    0  354    30   42  129     0    0    0    0   17    0   51
ApproachDel:   xxxxxx          xxxxxx          xxxxxx           11.6
------------|---------------||---------------||---------------||---------------|
Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=68]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=623]
   FAIL - Total volume less than 650 for intersection
          with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
             Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #2 Canada Road & West Entry Drive
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:      Uncontrolled    Uncontrolled     Stop Sign       Stop Sign
Lanes:       0  0  0  1  0   0  1  0  0  0   0  0  0  0  0   0  0  1! 0  0
Initial Vol:    0  354    30   42  129     0    0    0    0   17    0   51
------------|---------------||---------------||---------------||---------------|
Major Street Volume:           555
Minor Approach Volume:          68
Minor Approach Volume Threshold: 376
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```

SMCCCD Facility Master Plan EIR
Prepared by
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cum PM

## Intersection #2: Canada Road & West Entry Drive [Canada College]




| Street Name: | Canada Road | | | | | | West Entry Drive | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Volume Module: PM Peak Hour | | | | | | | | | | | | |
| Base Vol: | 0 | 368 | 22 | 33 | 134 | 0 | 0 | 0 | 0 | 10 | 0 | 46 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 368 | 22 | 33 | 134 | 0 | 0 | 0 | 0 | 10 | 0 | 46 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 368 | 22 | 33 | 134 | 0 | 0 | 0 | 0 | 10 | 0 | 46 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 368 | 22 | 33 | 134 | 0 | 0 | 0 | 0 | 10 | 0 | 46 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 368 | 22 | 33 | 134 | 0 | 0 | 0 | 0 | 10 | 0 | 46 |
| Critical Gap Module: | | | | | | | | | | | | |
| Critical Gp: | xxxxx | xxxx | xxxxx | 4.1 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 6.4 | 6.5 | 6.2 |
| FollowUpTim: | xxxxx | xxxx | xxxxx | 2.2 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 3.5 | 4.0 | 3.3 |
| Capacity Module: | | | | | | | | | | | | |
| Cnflict Vol: | xxxx | xxxx | xxxxx | 390 | xxxx | xxxxx | xxxx | xxxx | xxxxx | 579 | 579 | 379 |
| Potent Cap.: | xxxx | xxxx | xxxxx | 1180 | xxxx | xxxxx | xxxx | xxxx | xxxxx | 481 | 429 | 672 |
| Move Cap.: | xxxx | xxxx | xxxxx | 1180 | xxxx | xxxxx | xxxx | xxxx | xxxxx | 470 | 417 | 672 |
| Volume/Cap: | xxxx | xxxx | xxxx | 0.03 | xxxx | xxxx | xxxx | xxxx | xxxx | 0.02 | 0.00 | 0.07 |
| Level Of Service Module: | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | xxxxx | 0.1 | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Control Del: | xxxxx | xxxx | xxxxx | 8.1 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| LOS by Move: | * | * | * | A | * | * | * | * | * | * | * | * |
| Movement: | LT | LTR | RT | LT | LTR | RT | LT | LTR | RT | LT | LTR | RT |
| Shared Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | 624 | xxxxx |
| SharedQueue: | xxxxx | xxxx | xxxxx | 0.1 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | 0.3 | xxxxx |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | 8.1 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | 11.3 | xxxxx |
| Shared LOS: | * | * | * | A | * | * | * | * | * | * | B | * |
| ApproachDel: | xxxxxx | | | xxxxxx | | | xxxxxx | | | 11.3 | | |
| ApproachLOS: | * | | | * | | | * | | | B | | |

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

**********

Intersection #2 Canada Road & West Entry Drive

**********

Future Volume Alternative: Peak Hour Warrant NOT Met

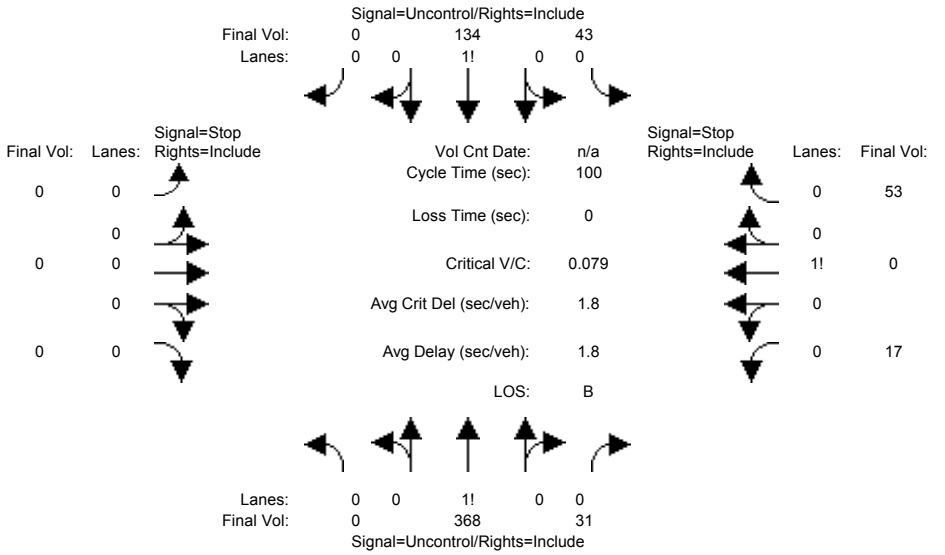
```
------------|---------------||---------------||---------------||---------------|
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:      Uncontrolled    Uncontrolled     Stop Sign       Stop Sign
Lanes:       0  0  0  1  0   0  1  0  0  0   0  0  0  0  0   0  0  1! 0  0
Initial Vol:    0  368   22   33  134    0    0    0    0   10    0   46
ApproachDel:   xxxxxx         xxxxxx         xxxxxx          11.3
------------|---------------||---------------||---------------||---------------|
Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=56]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=613]
   FAIL - Total volume less than 650 for intersection
          with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
             Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #2 Canada Road & West Entry Drive
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:      Uncontrolled    Uncontrolled     Stop Sign       Stop Sign
Lanes:       0  0  0  1  0   0  1  0  0  0   0  0  0  0  0   0  0  1! 0  0
Initial Vol:    0  368   22   33  134    0    0    0    0   10    0   46
------------|---------------||---------------||---------------||---------------|
Major Street Volume:           557
Minor Approach Volume:          56
Minor Approach Volume Threshold: 375
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```

SMCCCD Facility Master Plan EIR
Prepared by
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cum+Proj PM

## Intersection #2: Canada Road & West Entry Drive [Canada College]




```
Street Name:          Canada Road                  West Entry Drive
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:PM Peak Hour
Base Vol:       0  368   31    43  134    0    0    0    0   17    0   53
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  368   31    43  134    0    0    0    0   17    0   53
Added Vol:      0    0    0     0    0    0    0    0    0    0    0    0
PasserByVol:    0    0    0     0    0    0    0    0    0    0    0    0
Initial Fut:    0  368   31    43  134    0    0    0    0   17    0   53
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  368   31    43  134    0    0    0    0   17    0   53
Reduct Vol:     0    0    0     0    0    0    0    0    0    0    0    0
FinalVolume:    0  368   31    43  134    0    0    0    0   17    0   53
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4  6.5   6.2
FollowUpTim:xxxxx xxxx xxxxx   2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5  4.0   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx   399 xxxx xxxxx  xxxx xxxx xxxxx   604  604   384
Potent Cap.: xxxx xxxx xxxxx  1171 xxxx xxxxx  xxxx xxxx xxxxx   465  415   668
Move Cap.:   xxxx xxxx xxxxx  1171 xxxx xxxxx  xxxx xxxx xxxxx   452  400   668
Volume/Cap:  xxxx xxxx  xxxx  0.04 xxxx  xxxx  xxxx xxxx  xxxx  0.04 0.00  0.08
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx   0.1 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx   8.2 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     *     A    *     *    *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  599 xxxxx
SharedQueue:xxxxx xxxx xxxxx   0.1 xxxx xxxxx xxxxx xxxx xxxxx xxxxx  0.4 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx   8.2 xxxx xxxxx xxxxx xxxx xxxxx xxxxx 11.8 xxxxx
Shared LOS:     *    *     *     A    *     *    *    *     *     *    B     *
ApproachDel:    xxxxxx          xxxxxx          xxxxxx          11.8
ApproachLOS:         *               *               *          B
Note: Queue reported is the number of cars per lane.
                  Peak Hour Delay Signal Warrant Report
********************************************************************************
Intersection #2 Canada Road & West Entry Drive
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
```

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | |
| Lanes: | 0 0 | 0 1 | 0 | 0 1 | 0 0 | 0 | 0 0 | 0 0 | 0 | 0 0 | 1! 0 | 0 |
| Initial Vol: | 0 | 368 | 31 | 43 | 134 | 0 | 0 | 0 | 0 | 17 | 0 | 53 |
| ApproachDel: | xxxxxx | | | xxxxxx | | | xxxxxx | | | 11.8 | | |

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=70]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=646]
FAIL - Total volume less than 650 for intersection
with less than four approaches.

---

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

## Peak Hour Volume Signal Warrant Report [Urban]

**********

Intersection #2 Canada Road & West Entry Drive

**********

Future Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | |
| Lanes: | 0 0 | 0 1 | 0 | 0 1 | 0 0 | 0 | 0 0 | 0 0 | 0 | 0 0 | 1! 0 | 0 |
| Initial Vol: | 0 | 368 | 31 | 43 | 134 | 0 | 0 | 0 | 0 | 17 | 0 | 53 |

Major Street Volume: 576
Minor Approach Volume: 70
Minor Approach Volume Threshold: 367

---

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

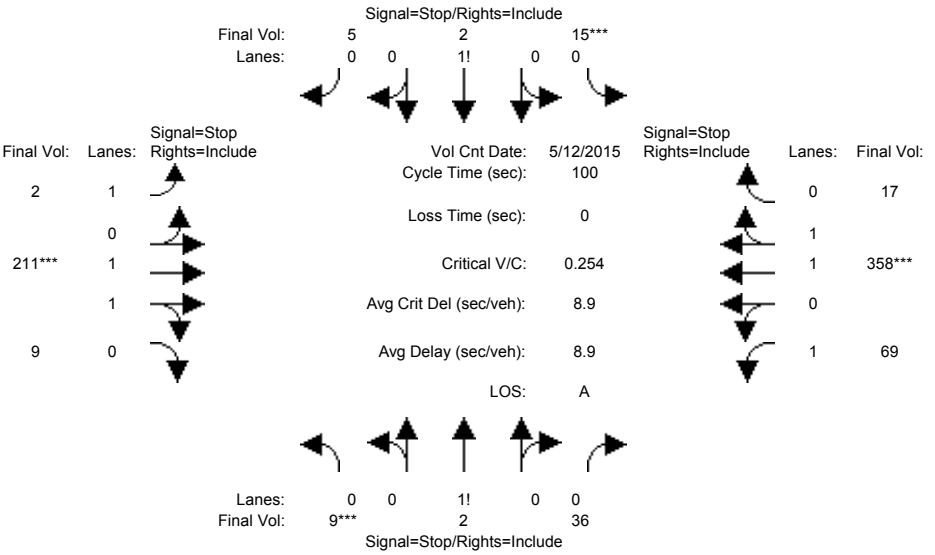
The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

SMCCCD Facility Master Plan EIR
Prepared by
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Ex PM

## Intersection #3: Sheryl Drive & College Drive [Skyline College]




| Street Name: | Sheryl Drive | | | | | | College Drive | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Volume Module: >> Count Date: 12 May 2015 << 5 - 6 pm | | | | | | | | | | | | |
| Base Vol: | 9 | 2 | 36 | 15 | 2 | 5 | 2 | 211 | 9 | 69 | 358 | 17 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 9 | 2 | 36 | 15 | 2 | 5 | 2 | 211 | 9 | 69 | 358 | 17 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 9 | 2 | 36 | 15 | 2 | 5 | 2 | 211 | 9 | 69 | 358 | 17 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 9 | 2 | 36 | 15 | 2 | 5 | 2 | 211 | 9 | 69 | 358 | 17 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 9 | 2 | 36 | 15 | 2 | 5 | 2 | 211 | 9 | 69 | 358 | 17 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 9 | 2 | 36 | 15 | 2 | 5 | 2 | 211 | 9 | 69 | 358 | 17 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.19 | 0.04 | 0.77 | 0.68 | 0.09 | 0.23 | 1.00 | 1.92 | 0.08 | 1.00 | 1.91 | 0.09 |
| Final Sat.: | 131 | 29 | 524 | 427 | 57 | 142 | 635 | 1346 | 58 | 665 | 1407 | 67 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.07 | 0.07 | 0.07 | 0.04 | 0.04 | 0.04 | 0.00 | 0.16 | 0.16 | 0.10 | 0.25 | 0.25 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Delay/Veh: | 8.2 | 8.2 | 8.2 | 8.5 | 8.5 | 8.5 | 8.3 | 8.6 | 8.6 | 8.7 | 9.1 | 9.1 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 8.2 | 8.2 | 8.2 | 8.5 | 8.5 | 8.5 | 8.3 | 8.6 | 8.6 | 8.7 | 9.1 | 9.1 |
| LOS by Move: | A | A | A | A | A | A | A | A | A | A | A | A |
| ApproachDel: | 8.2 | | | 8.5 | | | 8.6 | | | 9.1 | | |
| Delay Adj: | 1.00 | | | 1.00 | | | 1.00 | | | 1.00 | | |
| ApprAdjDel: | 8.2 | | | 8.5 | | | 8.6 | | | 9.1 | | |
| LOS by Appr: | A | | | A | | | A | | | A | | |
| AllWayAvgQ: | 0.1 | 0.1 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.2 | 0.2 | 0.1 | 0.3 | 0.3 |

Note: Queue reported is the number of cars per lane.

Peak Hour Volume Signal Warrant Report [Urban]

**********

Intersection #3 Sheryl Drive & College Drive

**********

Future Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Stop Sign | | | Stop Sign | | | Stop Sign | | | Stop Sign | | |
| Lanes: | 0 0 | 1! | 0 0 | 0 0 | 1! | 0 0 | 1 0 | 1 | 1 0 | 1 0 | 1 | 1 0 |
| Initial Vol: | 9 | 2 | 36 | 15 | 2 | 5 | 2 | 211 | 9 | 69 | 358 | 17 |

Major Street Volume: 666
Minor Approach Volume: 47
Minor Approach Volume Threshold: 425

---

SIGNAL WARRANT DISCLAIMER

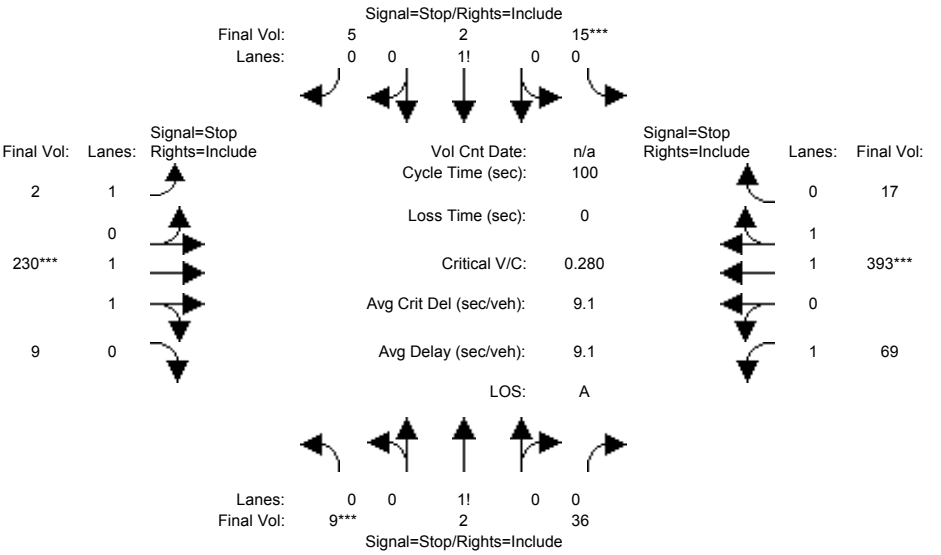
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

SMCCCD Facility Master Plan EIR
Prepared by
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Ex+Proj PM

## Intersection #3: Sheryl Drive & College Drive [Skyline College]




```
Street Name:          Sheryl Drive                College Drive
Approach:     North Bound     South Bound     East Bound      West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     0    0    0    0    0    0    0    0    0    0    0    0
------------|---------------||---------------||---------------||---------------|
Volume Module:PM Peak Hour
Base Vol:       9    2   36   15    2    5    2  230    9   69  393   17
Growth Adj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:    9    2   36   15    2    5    2  230    9   69  393   17
Added Vol:      0    0    0    0    0    0    0    0    0    0    0    0
PasserByVol:    0    0    0    0    0    0    0    0    0    0    0    0
Initial Fut:    9    2   36   15    2    5    2  230    9   69  393   17
User Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:     9    2   36   15    2    5    2  230    9   69  393   17
Reduct Vol:     0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:    9    2   36   15    2    5    2  230    9   69  393   17
PCE Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:    9    2   36   15    2    5    2  230    9   69  393   17
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:       0.19 0.04 0.77 0.68 0.09 0.23 1.00 1.92 0.08 1.00 1.92 0.08
Final Sat.:   129   29  514  419   56  140  630 1339   53  662 1406   61
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.07 0.07 0.07 0.04 0.04 0.04 0.00 0.17 0.17 0.10 0.28 0.28
Crit Moves:  ****          ****          ****          ****
Delay/Veh:    8.3  8.3  8.3  8.6  8.6  8.6  8.3  8.8  8.8  8.7  9.4  9.3
Delay Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:   8.3  8.3  8.3  8.6  8.6  8.6  8.3  8.8  8.8  8.7  9.4  9.3
LOS by Move:    A    A    A    A    A    A    A    A    A    A    A    A
ApproachDel:        8.3            8.6            8.8            9.3
Delay Adj:         1.00           1.00           1.00           1.00
ApprAdjDel:         8.3            8.6            8.8            9.3
LOS by Appr:          A              A              A              A
AllWayAvgQ:   0.1  0.1  0.1  0.0  0.0  0.0  0.0  0.2  0.2  0.1  0.4  0.4
Note: Queue reported is the number of cars per lane.
```

Peak Hour Volume Signal Warrant Report [Urban]

**********

Intersection #3 Sheryl Drive & College Drive

**********

Future Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Stop Sign | | | Stop Sign | | | Stop Sign | | | Stop Sign | | |
| Lanes: | 0 0 | 1! | 0 0 | 0 0 | 1! | 0 0 | 1 0 | 1 | 1 0 | 1 0 | 1 | 1 0 |
| Initial Vol: | 9 | 2 | 36 | 15 | 2 | 5 | 2 | 230 | 9 | 69 | 393 | 17 |

Major Street Volume: 720
Minor Approach Volume: 47
Minor Approach Volume Threshold: 398

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SIGNAL WARRANT DISCLAIMER

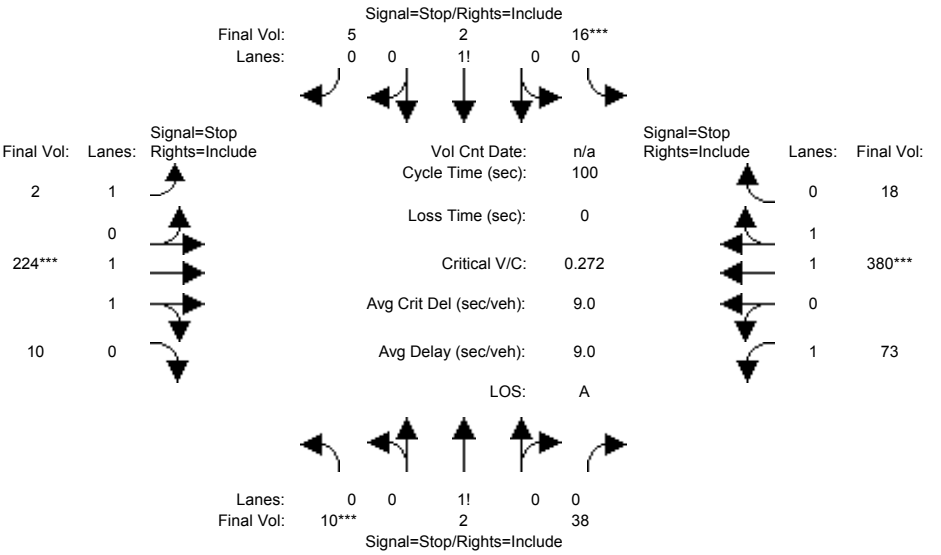
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

SMCCCD Facility Master Plan EIR
Prepared by
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cum PM

## Intersection #3: Sheryl Drive & College Drive [Skyline College]




```
Street Name:          Sheryl Drive                College Drive
Approach:      North Bound     South Bound     East Bound      West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     0    0    0    0    0    0    0    0    0    0    0    0
------------|---------------||---------------||---------------||---------------|
Volume Module:PM Peak Hour
Base Vol:      10    2   38   16    2    5    2  224   10   73  380   18
Growth Adj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:   10    2   38   16    2    5    2  224   10   73  380   18
Added Vol:      0    0    0    0    0    0    0    0    0    0    0    0
PasserByVol:    0    0    0    0    0    0    0    0    0    0    0    0
Initial Fut:   10    2   38   16    2    5    2  224   10   73  380   18
User Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:    10    2   38   16    2    5    2  224   10   73  380   18
Reduct Vol:     0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:   10    2   38   16    2    5    2  224   10   73  380   18
PCE Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:   10    2   38   16    2    5    2  224   10   73  380   18
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:       0.20 0.04 0.76 0.69 0.09 0.22 1.00 1.91 0.09 1.00 1.91 0.09
Final Sat.:   135   27  512  428   53  134  630 1331   60  660 1399   67
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.07 0.07 0.07 0.04 0.04 0.04 0.00 0.17 0.17 0.11 0.27 0.27
Crit Moves:  ****          ****          ****          ****
Delay/Veh:    8.3  8.3  8.3  8.6  8.6  8.6  8.3  8.8  8.7  8.7  9.3  9.3
Delay Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:   8.3  8.3  8.3  8.6  8.6  8.6  8.3  8.8  8.7  8.7  9.3  9.3
LOS by Move:    A    A    A    A    A    A    A    A    A    A    A    A
ApproachDel:        8.3            8.6            8.8            9.2
Delay Adj:         1.00           1.00           1.00           1.00
ApprAdjDel:         8.3            8.6            8.8            9.2
LOS by Appr:          A              A              A              A
AllWayAvgQ:   0.1  0.1  0.1  0.0  0.0  0.0  0.0  0.2  0.2  0.1  0.4  0.4
Note: Queue reported is the number of cars per lane.
```

```
              Peak Hour Volume Signal Warrant Report [Urban]
******************************************************************************
Intersection #3 Sheryl Drive & College Drive
******************************************************************************
```

Future Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Stop Sign | | | Stop Sign | | | Stop Sign | | | Stop Sign | | |
| Lanes: | 0 0 | 1! 0 | 0 | 0 0 | 1! 0 | 0 | 1 0 | 1 1 | 0 | 1 0 | 1 1 | 0 |
| Initial Vol: | 10 | 2 | 38 | 16 | 2 | 5 | 2 | 224 | 10 | 73 | 380 | 18 |

Major Street Volume: 707
Minor Approach Volume: 50
Minor Approach Volume Threshold: 404

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SIGNAL WARRANT DISCLAIMER

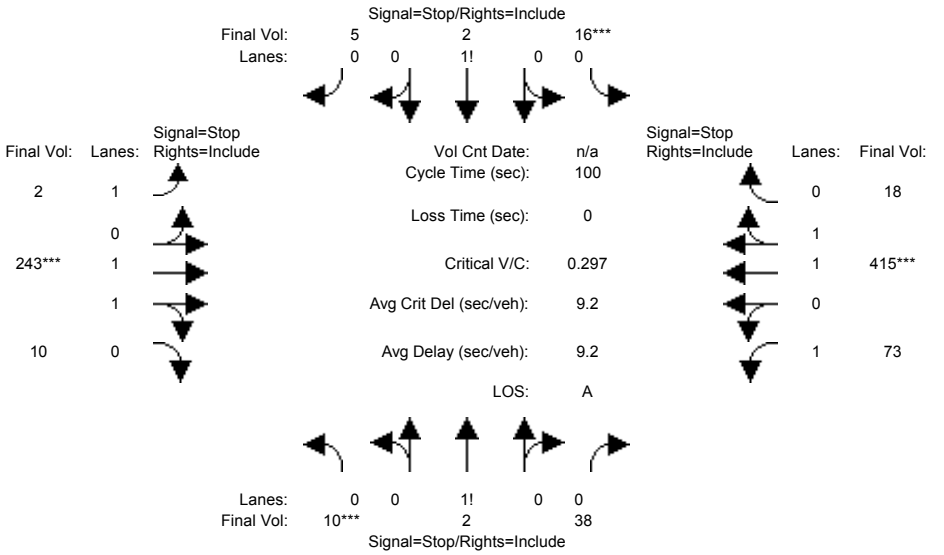
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

SMCCCD Facility Master Plan EIR
Prepared by
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cum+Proj PM

Intersection #3: Sheryl Drive & College Drive [Skyline College]




| Street Name: | Sheryl Drive | | | | | | College Drive | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Volume Module: PM Peak Hour | | | | | | | | | | | | |
| Base Vol: | 10 | 2 | 38 | 16 | 2 | 5 | 2 | 243 | 10 | 73 | 415 | 18 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 10 | 2 | 38 | 16 | 2 | 5 | 2 | 243 | 10 | 73 | 415 | 18 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 10 | 2 | 38 | 16 | 2 | 5 | 2 | 243 | 10 | 73 | 415 | 18 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 10 | 2 | 38 | 16 | 2 | 5 | 2 | 243 | 10 | 73 | 415 | 18 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 10 | 2 | 38 | 16 | 2 | 5 | 2 | 243 | 10 | 73 | 415 | 18 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 10 | 2 | 38 | 16 | 2 | 5 | 2 | 243 | 10 | 73 | 415 | 18 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.20 | 0.04 | 0.76 | 0.69 | 0.09 | 0.22 | 1.00 | 1.92 | 0.08 | 1.00 | 1.92 | 0.08 |
| Final Sat.: | 132 | 26 | 502 | 421 | 53 | 131 | 624 | 1325 | 55 | 657 | 1398 | 61 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.08 | 0.08 | 0.04 | 0.04 | 0.04 | 0.00 | 0.18 | 0.18 | 0.11 | 0.30 | 0.30 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Delay/Veh: | 8.4 | 8.4 | 8.4 | 8.7 | 8.7 | 8.7 | 8.4 | 8.9 | 8.9 | 8.8 | 9.6 | 9.5 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 8.4 | 8.4 | 8.4 | 8.7 | 8.7 | 8.7 | 8.4 | 8.9 | 8.9 | 8.8 | 9.6 | 9.5 |
| LOS by Move: | A | A | A | A | A | A | A | A | A | A | A | A |
| ApproachDel: | 8.4 | | | 8.7 | | | 8.9 | | | 9.5 | | |
| Delay Adj: | 1.00 | | | 1.00 | | | 1.00 | | | 1.00 | | |
| ApprAdjDel: | 8.4 | | | 8.7 | | | 8.9 | | | 9.5 | | |
| LOS by Appr: | A | | | A | | | A | | | A | | |
| AllWayAvgQ: | 0.1 | 0.1 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.2 | 0.2 | 0.1 | 0.4 | 0.4 |

Note: Queue reported is the number of cars per lane.

Peak Hour Volume Signal Warrant Report [Urban]

**********

Intersection #3 Sheryl Drive & College Drive

**********

Future Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Stop Sign | | | Stop Sign | | | Stop Sign | | | Stop Sign | | |
| Lanes: | 0 0 | 1! 0 | 0 | 0 0 | 1! 0 | 0 | 1 0 | 1 | 0 | 1 0 | 1 | 1 0 |
| Initial Vol: | 10 | 2 | 38 | 16 | 2 | 5 | 2 | 243 | 10 | 73 | 415 | 18 |

Major Street Volume: 761
Minor Approach Volume: 50
Minor Approach Volume Threshold: 379

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SIGNAL WARRANT DISCLAIMER

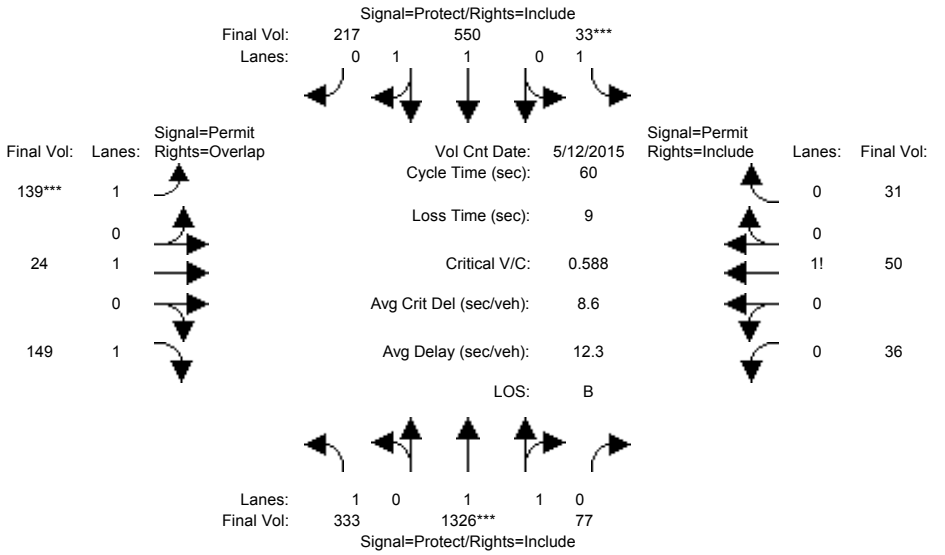
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

SMCCCD Facility Master Plan EIR
Prepared by
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex PM

## Intersection #4: Skyline Boulevard & College Drive [Skyline College]



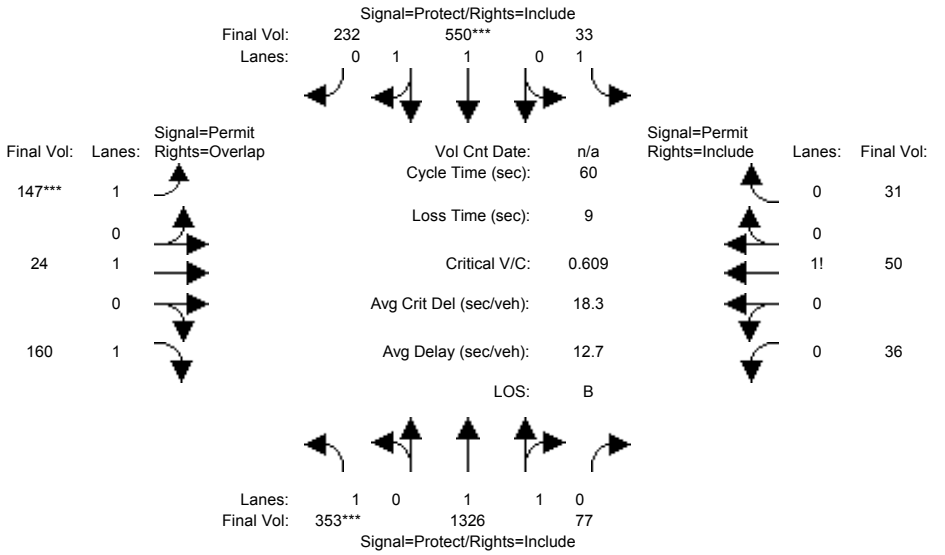

| Street Name: | Skyline Boulevard | | | | | | College Drive | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: >> Count Date: 12 May 2015 << 5 - 6 pm | | | | | | | | | | | | |
| Base Vol: | 333 | 1326 | 77 | 33 | 550 | 217 | 139 | 24 | 149 | 36 | 50 | 31 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 333 | 1326 | 77 | 33 | 550 | 217 | 139 | 24 | 149 | 36 | 50 | 31 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 333 | 1326 | 77 | 33 | 550 | 217 | 139 | 24 | 149 | 36 | 50 | 31 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 333 | 1326 | 77 | 33 | 550 | 217 | 139 | 24 | 149 | 36 | 50 | 31 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 333 | 1326 | 77 | 33 | 550 | 217 | 139 | 24 | 149 | 36 | 50 | 31 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 333 | 1326 | 77 | 33 | 550 | 217 | 139 | 24 | 149 | 36 | 50 | 31 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.94 | 0.94 | 0.95 | 0.91 | 0.91 | 0.82 | 1.00 | 0.85 | 0.87 | 0.87 | 0.87 |
| Lanes: | 1.00 | 1.89 | 0.11 | 1.00 | 1.43 | 0.57 | 1.00 | 1.00 | 1.00 | 0.31 | 0.43 | 0.26 |
| Final Sat.: | 1805 | 3385 | 197 | 1805 | 2480 | 978 | 1549 | 1900 | 1615 | 507 | 704 | 436 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.18 | 0.39 | 0.39 | 0.02 | 0.22 | 0.22 | 0.09 | 0.01 | 0.09 | 0.07 | 0.07 | 0.07 |
| Crit Moves: | | **** | | | **** | | | **** | | | | |
| Green/Cycle: | 0.32 | 0.67 | 0.67 | 0.03 | 0.38 | 0.38 | 0.15 | 0.15 | 0.47 | 0.15 | 0.15 | 0.15 |
| Volume/Cap: | 0.58 | 0.59 | 0.59 | 0.59 | 0.58 | 0.58 | 0.59 | 0.08 | 0.20 | 0.47 | 0.47 | 0.47 |
| Delay/Veh: | 18.7 | 5.9 | 5.9 | 44.0 | 15.5 | 15.5 | 27.5 | 21.9 | 9.4 | 24.6 | 24.6 | 24.6 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 18.7 | 5.9 | 5.9 | 44.0 | 15.5 | 15.5 | 27.5 | 21.9 | 9.4 | 24.6 | 24.6 | 24.6 |
| LOS by Move: | B | A | A | D | B | B | C | C | A | C | C | C |
| HCM2k95thQ: | 12 | 15 | 15 | 3 | 13 | 13 | 7 | 1 | 3 | 5 | 5 | 5 |

Note: Queue reported is the number of cars per lane.

SMCCCD Facility Master Plan EIR
Prepared by
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex+Proj PM

## Intersection #4: Skyline Boulevard & College Drive [Skyline College]



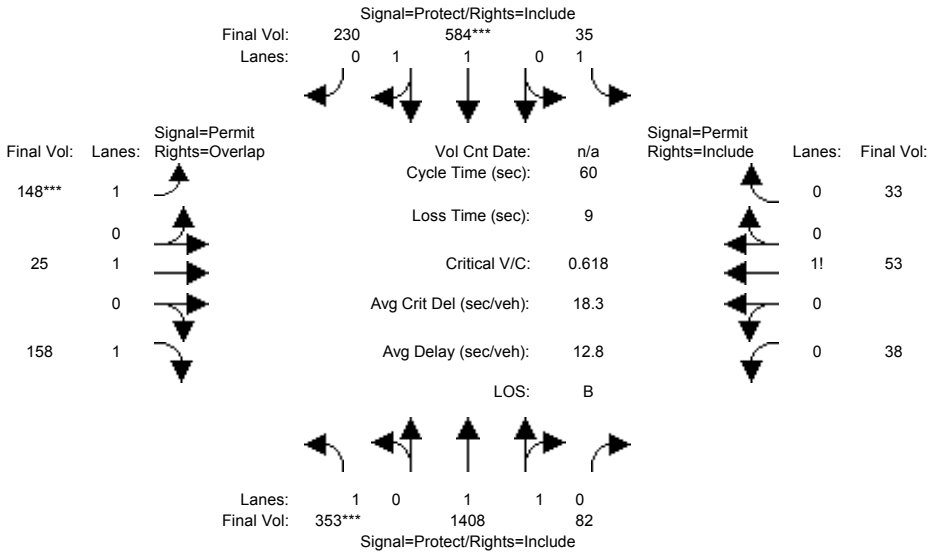

| Street Name: | Skyline Boulevard | | | | | | College Drive | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: PM Peak Hour | | | | | | | | | | | | |
| Base Vol: | 353 | 1326 | 77 | 33 | 550 | 232 | 147 | 24 | 160 | 36 | 50 | 31 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 353 | 1326 | 77 | 33 | 550 | 232 | 147 | 24 | 160 | 36 | 50 | 31 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 353 | 1326 | 77 | 33 | 550 | 232 | 147 | 24 | 160 | 36 | 50 | 31 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 353 | 1326 | 77 | 33 | 550 | 232 | 147 | 24 | 160 | 36 | 50 | 31 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 353 | 1326 | 77 | 33 | 550 | 232 | 147 | 24 | 160 | 36 | 50 | 31 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 353 | 1326 | 77 | 33 | 550 | 232 | 147 | 24 | 160 | 36 | 50 | 31 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.94 | 0.94 | 0.95 | 0.91 | 0.91 | 0.81 | 1.00 | 0.85 | 0.87 | 0.87 | 0.87 |
| Lanes: | 1.00 | 1.89 | 0.11 | 1.00 | 1.41 | 0.59 | 1.00 | 1.00 | 1.00 | 0.31 | 0.43 | 0.26 |
| Final Sat.: | 1805 | 3385 | 197 | 1805 | 2425 | 1023 | 1539 | 1900 | 1615 | 507 | 704 | 437 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.20 | 0.39 | 0.39 | 0.02 | 0.23 | 0.23 | 0.10 | 0.01 | 0.10 | 0.07 | 0.07 | 0.07 |
| Crit Moves: | **** | | | | **** | | | **** | | | | |
| Green/Cycle: | 0.32 | 0.66 | 0.66 | 0.03 | 0.37 | 0.37 | 0.16 | 0.16 | 0.48 | 0.16 | 0.16 | 0.16 |
| Volume/Cap: | 0.61 | 0.59 | 0.59 | 0.59 | 0.61 | 0.61 | 0.61 | 0.08 | 0.21 | 0.45 | 0.45 | 0.45 |
| Delay/Veh: | 19.1 | 6.0 | 6.0 | 44.5 | 16.1 | 16.1 | 28.1 | 21.7 | 9.2 | 24.2 | 24.2 | 24.2 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 19.1 | 6.0 | 6.0 | 44.5 | 16.1 | 16.1 | 28.1 | 21.7 | 9.2 | 24.2 | 24.2 | 24.2 |
| LOS by Move: | B | A | A | D | B | B | C | C | A | C | C | C |
| HCM2k95thQ: | 12 | 16 | 16 | 3 | 13 | 13 | 7 | 1 | 4 | 5 | 5 | 5 |

Note: Queue reported is the number of cars per lane.

SMCCCD Facility Master Plan EIR
Prepared by
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum PM

## Intersection #4: Skyline Boulevard & College Drive [Skyline College]



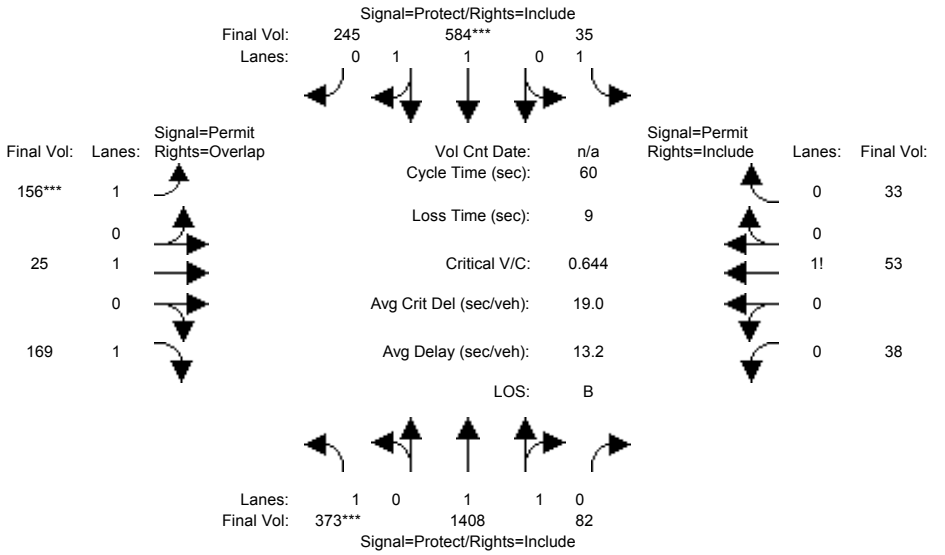

| Street Name: | Skyline Boulevard | | | | | | College Drive | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: PM Peak Hour | | | | | | | | | | | | |
| Base Vol: | 353 | 1408 | 82 | 35 | 584 | 230 | 148 | 25 | 158 | 38 | 53 | 33 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 353 | 1408 | 82 | 35 | 584 | 230 | 148 | 25 | 158 | 38 | 53 | 33 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 353 | 1408 | 82 | 35 | 584 | 230 | 148 | 25 | 158 | 38 | 53 | 33 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 353 | 1408 | 82 | 35 | 584 | 230 | 148 | 25 | 158 | 38 | 53 | 33 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 353 | 1408 | 82 | 35 | 584 | 230 | 148 | 25 | 158 | 38 | 53 | 33 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 353 | 1408 | 82 | 35 | 584 | 230 | 148 | 25 | 158 | 38 | 53 | 33 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.94 | 0.94 | 0.95 | 0.91 | 0.91 | 0.82 | 1.00 | 0.85 | 0.86 | 0.86 | 0.86 |
| Lanes: | 1.00 | 1.89 | 0.11 | 1.00 | 1.43 | 0.57 | 1.00 | 1.00 | 1.00 | 0.31 | 0.43 | 0.26 |
| Final Sat.: | 1805 | 3384 | 197 | 1805 | 2481 | 977 | 1564 | 1900 | 1615 | 503 | 702 | 437 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.20 | 0.42 | 0.42 | 0.02 | 0.24 | 0.24 | 0.09 | 0.01 | 0.10 | 0.08 | 0.08 | 0.08 |
| Crit Moves: | **** | | | | **** | | | **** | | | | |
| Green/Cycle: | 0.32 | 0.67 | 0.67 | 0.03 | 0.38 | 0.38 | 0.15 | 0.15 | 0.47 | 0.15 | 0.15 | 0.15 |
| Volume/Cap: | 0.62 | 0.62 | 0.62 | 0.62 | 0.62 | 0.62 | 0.62 | 0.09 | 0.21 | 0.49 | 0.49 | 0.49 |
| Delay/Veh: | 19.5 | 6.3 | 6.3 | 48.8 | 16.0 | 16.0 | 28.6 | 21.9 | 9.5 | 24.8 | 24.8 | 24.8 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 19.5 | 6.3 | 6.3 | 48.8 | 16.0 | 16.0 | 28.6 | 21.9 | 9.5 | 24.8 | 24.8 | 24.8 |
| LOS by Move: | B | A | A | D | B | B | C | C | A | C | C | C |
| HCM2k95thQ: | 13 | 17 | 17 | 4 | 14 | 14 | 7 | 1 | 4 | 6 | 6 | 6 |

Note: Queue reported is the number of cars per lane.

SMCCCD Facility Master Plan EIR
Prepared by
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum+Proj PM

## Intersection #4: Skyline Boulevard & College Drive [Skyline College]




| Street Name: | Skyline Boulevard | | | | | | College Drive | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: PM Peak Hour | | | | | | | | | | | | |
| Base Vol: | 373 | 1408 | 82 | 35 | 584 | 245 | 156 | 25 | 169 | 38 | 53 | 33 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 373 | 1408 | 82 | 35 | 584 | 245 | 156 | 25 | 169 | 38 | 53 | 33 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 373 | 1408 | 82 | 35 | 584 | 245 | 156 | 25 | 169 | 38 | 53 | 33 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 373 | 1408 | 82 | 35 | 584 | 245 | 156 | 25 | 169 | 38 | 53 | 33 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 373 | 1408 | 82 | 35 | 584 | 245 | 156 | 25 | 169 | 38 | 53 | 33 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 373 | 1408 | 82 | 35 | 584 | 245 | 156 | 25 | 169 | 38 | 53 | 33 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.94 | 0.94 | 0.95 | 0.91 | 0.91 | 0.82 | 1.00 | 0.85 | 0.87 | 0.87 | 0.87 |
| Lanes: | 1.00 | 1.89 | 0.11 | 1.00 | 1.41 | 0.59 | 1.00 | 1.00 | 1.00 | 0.31 | 0.43 | 0.26 |
| Final Sat.: | 1805 | 3384 | 197 | 1805 | 2431 | 1020 | 1556 | 1900 | 1615 | 504 | 703 | 438 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.21 | 0.42 | 0.42 | 0.02 | 0.24 | 0.24 | 0.10 | 0.01 | 0.10 | 0.08 | 0.08 | 0.08 |
| Crit Moves: | **** | | | | **** | | | **** | | | | |
| Green/Cycle: | 0.32 | 0.66 | 0.66 | 0.03 | 0.37 | 0.37 | 0.16 | 0.16 | 0.48 | 0.16 | 0.16 | 0.16 |
| Volume/Cap: | 0.64 | 0.63 | 0.63 | 0.63 | 0.64 | 0.64 | 0.64 | 0.08 | 0.22 | 0.48 | 0.48 | 0.48 |
| Delay/Veh: | 19.9 | 6.4 | 6.4 | 49.2 | 16.6 | 16.6 | 29.6 | 21.8 | 9.3 | 24.6 | 24.6 | 24.6 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 19.9 | 6.4 | 6.4 | 49.2 | 16.6 | 16.6 | 29.6 | 21.8 | 9.3 | 24.6 | 24.6 | 24.6 |
| LOS by Move: | B | A | A | D | B | B | C | C | A | C | C | C |
| HCM2k95thQ: | 13 | 17 | 17 | 4 | 15 | 15 | 8 | 1 | 4 | 6 | 6 | 6 |

Note: Queue reported is the number of cars per lane.