Appendix A

Notice of Preparation (NOP) and NOP Comments

Planning and Development Department
Land Use Planning Division

NOTICE OF PREPARATION (NOP) OF A DRAFT ENVIRONMENTAL IMPACT REPORT AND SCOPING SESSION FOR THE PROPOSED ADELINE CORRIDOR SPECIFIC PLAN

The City of Berkeley is preparing a Draft Environmental Impact Report (EIR) for the Adeline Corridor Specific Plan ("Specific Plan"), as identified below, and is requesting comments on the scope and content of the Draft EIR. The Draft EIR will address the potential physical and environmental effects of the Specific Plan for each of the environmental topics outlined in the California Environmental Quality Act (CEQA). The City has not prepared an Initial Study. Under CEQA, a Lead Agency may proceed directly with EIR preparation without an Initial Study if it is clear that an EIR will be required. The City has made such a determination for this project.

The City of Berkeley is the Lead Agency for the Specific Plan. This notice is being sent to the California State Clearinghouse, Alameda County Clerk, adjacent cities, potential responsible agencies, and other interested parties. Responsible agencies are those public agencies, besides the City of Berkeley, that also have a role in approving or carrying out the project. When the Draft EIR is published, a Notice of Availability of a Draft EIR will be sent to Responsible Agencies, other public agencies, and interested parties and individuals who have indicated that they would like to review the Draft EIR.

Responses to this NOP and any questions or comments should be directed in writing to: *Alisa Shen, Principal Planner, Planning and Development Department, 1947 Center Street, 2nd Floor, Berkeley, CA 94704; or ashen@cityofberkeley.info*. Comments on the NOP must be received **on or before August 6, 2018**. In addition, comments may be provided at the EIR Scoping Meeting (see below). Comments should focus on possible impacts on the physical environment, ways in which potential adverse effects might be minimized, and alternatives to the proposed Specific Plan.

EIR PUBLIC SCOPING MEETING: The City of Berkeley Planning Commission will conduct a public scoping session at a Special Meeting/Location on **July 18, 2018,** starting at **7:00 PM at the South Berkeley Senior Center, 2939 Ellis Street, Berkeley, California.**[1]

PROJECT TITLE: Adeline Corridor Specific Plan

[1] Visit: https://www.cityofberkeley.info/Clerk/Commissions/Commissions__Planning_Commission_Homepage.aspx for agendas and other meeting information.

PROJECT LOCATION: The Plan Area is located in the southern portion of the City of Berkeley and extends approximately 1.3 miles north from the Berkeley/Oakland border along Adeline Street and Shattuck Avenue to the intersection of Shattuck Avenue and Dwight Way. The Plan Area abuts Downtown Berkeley to the north and extends to the City of Oakland border to the south. Figure 1 shows the Plan Area boundary.

PROJECT SPONSOR: City of Berkeley

EXISTING CONDITIONS: The Plan Area encompasses approximately 86 acres of land. The Plan Area contains a wide range of commercial, civic, cultural and residential land uses as well as the Ashby BART Station, a regional transit facility, located in the central/southern portion of the Plan Area. The Plan Area is characterized by a varied street environment and approximately 38 acres (44 percent) of right-of-way (e.g. streets and sidewalks) used for multiple modes of transportation. Of the remaining area, approximately 19 acres are developed with commercial uses, 11 acres are developed with public, civic, or institutional uses, 9 acres are developed with residential uses, and the remaining area is developed with parking, warehouse or mixed uses, or is vacant. The majority of land surrounding the Plan Area is dedicated to residential uses and is characterized by well-established neighborhoods with a mix of single-family and small multi-family developments.

The Plan Area slopes in a southwesterly direction from an elevation of approximately 167 feet above sea level at the intersection of Shattuck Avenue and Dwight Way to approximately 85 feet above sea level near the Berkeley/Oakland City Limit. With an average slope of approximately 1.2 percent, the Plan Area is conducive to walking and bicycling. Approximately 11 properties in the Plan Area are present on one of the lists of hazardous waste sites enumerated under Section 95962.5 of the Government Code.

PROJECT DESCRIPTION and BACKGROUND: In 2015, the City of Berkeley began a community planning process to develop a long-range plan for the Adeline corridor. A long-range plan provides a blueprint for the future, an opportunity for the community to express its priorities, and serves as a guide for public and private investment in the area. The planning effort is funded in part by a grant from the Metropolitan Transportation Commission (MTC) and Association of Bay Area Governments (ABAG) to promote opportunities to plan for transit-oriented development around BART stations and other high-frequency transit and safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities.

Building on the feedback from series of community events, stakeholder meetings, and working sessions, the vision of the Specific Plan is to:

- Make the Adeline Corridor a “connector” that weaves together healthy, diverse, and vibrant neighborhoods;
- Champion equitable, transit-oriented development, including high-quality affordable housing for a range of income levels, and that supports a thriving business community populated by independent locally-owned business, non-profits and arts organizations;

- Provide safe, “complete streets” and other public spaces that are walkable, bikeable, green, and accessible for persons of all ages and abilities;
- Create a place where history--the experiences and contributions of people, places and institutions that have made South Berkeley what it is today—is recognized and reflected in its future; and,
- Create a place where people have equitable access and opportunity to shared prosperity and quality of life.

The Adeline Corridor Specific Plan will have a horizon year of 2040. The plan will direct changes in land uses and development and right-of-way improvements. The plan's policies and standards will only apply within the Plan Area boundary which includes the street itself, as well as parcels on either side of the street. Although the plan's geographical scope is limited, it will also consider the relationship to the larger South Berkeley neighborhood.

The components of the Specific Plan will include:

- Text and diagrams showing the distribution, location, and extent of all land uses;
- Standards and guidelines for development, including adjustments to allowable building height, density, and use; and
- Program of implementation measures including regulations, programs, public works projects and potential financing recommendations.

For more information about the Specific Plan, please visit the Plan website at: https://www.cityofberkeley.info/AdelineCorridor/

POTENTIAL ENVIRONMENTAL EFFECTS: It is anticipated that the proposed Specific Plan may result in potentially significant environmental effects to the following:

- Air Quality;
- Biological Resources;
- Cultural and Historic 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 Recreation
- Transportation;
- Tribal Cultural Resources; and
- Utilities and Service Systems.

All of the noted environmental issues will be analyzed in the Draft EIR.

The Specific Plan has no potential for impacts on the following environmental factors and as a result, these environmental factors will not be the subject of the Draft EIR: Aesthetics (per Public Resources Code section 21099(d)(1) regarding infill sites within a transit priority area), Agriculture and Forestry Resources (there are no agricultural and forest land resources in the Plan Area) and Mineral Resources (there are no mineral resources in the Plan Area).

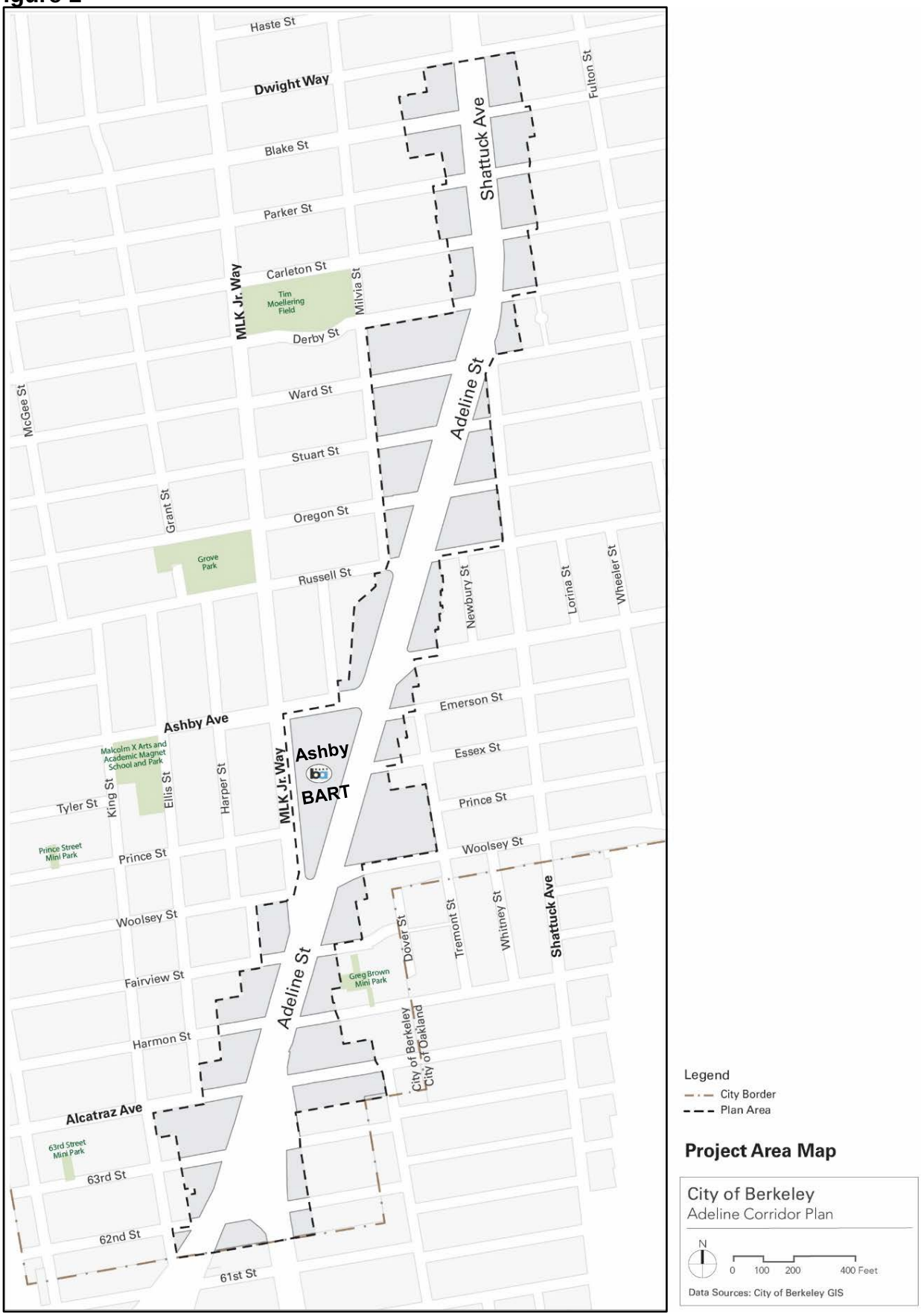
The Draft EIR will also examine a reasonable range of alternatives to the Specific Plan, including the CEQA-mandated No Project Alternative and other potential alternatives that may be capable of reducing or avoiding potential environmental effects while generally meeting the Plan objectives. The Draft EIR will also analyze the cumulative impacts that could result with adoption and development under the Specific Plan.

Alisa Shen, Principal Planner

Date of Distribution: July 6, 2018

Attachment: Figure 1: Project Area Map (Plan Area Boundary)

Figure 1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Derby St
Ward St
Stuart St
Oregon St
Russell St
Emerson St
Essex St
Prince St
Woolsey St
Fairview St
Harmon St
Alcatraz Ave
63rd St
62nd St
61st St
Ashby Ave
Prince St
Woolsey St
Shattuck Ave
Fulton St
Milvia St
MLK Jr. Way
Tim Moellering Field
McGee St
Grant St
Grove Park
Newbury St
Lorina St
Wheeler St
Adeline St
Ashby
BART
Malcolm X Arts and Academic Magnet School and Park
Tyler St
King St
Ellis St
Harper St
Prince Street Mini Park
Dover St
Tremont St
Whitney St
Greg Brown Mini Park
City of Berkeley
City of Oakland
63rd Street Mini Park
Legend
City Border
Plan Area
Project Area Map
City of Berkeley
Adeline Corridor Plan
N
0 100 200 400 Feet
Data Sources: City of Berkeley GIS

EAST BAY
MUNICIPAL UTILITY DISTRICT

July 27, 2018

Alisa Shen, Principal Planner
City of Berkeley, Planning and Development Department
1947 Center Street, 2nd Floor
Berkeley, CA 94704

Re: Notice of Preparation of a Draft Environmental Impact Report – Adeline Corridor Specific Plan

Dear Ms. Shen:

East Bay Municipal Utility District (EBMUD) appreciates the opportunity to comment on the Notice of Preparation (NOP) of a Draft Environmental Impact Report (EIR) for the Adeline Corridor Specific Plan located in the City of Berkeley (City). EBMUD has the following comments.

GENERAL

Based on previous conversations with City staff and pursuant to Section 15155 of the California Environmental Quality Act Guidelines and Section 10910-10915 of the California Water Code, a Water Supply Assessment (WSA) is required as the Specific Plan area will include potential development that exceeds the threshold requirement for an assessment of water supply availability. Please submit a written request to EBMUD to prepare a WSA which should include estimates of potential future development and associated water demands for the Specific Plan area. Please be aware that the WSA can take up to 90 days to complete from the day the request was received.

WATER SERVICE

EBMUD's Claremont Pressure Zone, with a service elevation between 100 and 200 feet, and Aqueduct Pressure Zone, with a service elevation between 100 and 200 feet, will serve the Specific Plan area. Any development project within the Specific Plan area will be subject to the following general requirements.

Main extensions that may be required to serve individual development projects to provide adequate domestic water supply, fire flows, and system redundancy will be at the project sponsor's expense. Pipeline and fire hydrant relocations and replacements, due to modifications

of existing streets, and off-site pipeline improvements, also at the project sponsor's expense, may be required depending on EBMUD metering requirements and fire flow requirements set by the local fire department. When the development plans are finalized, the project sponsor should contact EBMUD's New Business Office and request a water service estimate to determine costs and conditions of providing water service to the development. Engineering and installation of new and relocated pipelines and services require substantial lead time, which should be provided for in the project sponsor's development schedule.

EBMUD's Standard Site Assessment Report and the project's NOP indicate the potential for contaminated soils or groundwater to be present within the project site boundaries. The project sponsor should be aware that EBMUD will not install piping or services in contaminated soil or groundwater (if groundwater is present at any time during the year at the depth piping is to be installed) that must be handled as a hazardous waste or that may be hazardous to the health and safety of construction and maintenance personnel wearing Level D personal protective equipment. Nor will EBMUD install piping or services in areas where groundwater contaminant concentrations exceed specified limits for discharge to the sanitary sewer system and sewage treatment plants. The project sponsor must submit copies to EBMUD of all known information regarding soil and groundwater quality within or adjacent to the project boundary and a legally sufficient, complete, and specific written remediation plan establishing the methodology, planning, and design of all necessary systems for the removal, treatment, and disposal of contaminated soil and groundwater.

EBMUD will not design piping or services until soil and groundwater quality data and remediation plans have been received and reviewed and will not start underground work until remediation has been carried out and documentation of the effectiveness of the remediation has been received and reviewed. If no soil or groundwater quality data exists, or the information supplied by the project sponsor is insufficient, EBMUD may require the project sponsor to perform sampling and analysis to characterize the soil and groundwater that may be encountered during excavation, or EBMUD may perform such sampling and analysis at the project sponsor's expense. If evidence of contamination is discovered during EBMUD work on the project site, work may be suspended until such contamination is adequately characterized and remediated to EBMUD standards.

WASTEWATER SERVICE

EBMUD's Main Wastewater Treatment Plant (MWWTP) and interceptor system are anticipated to have adequate dry weather capacity to accommodate the proposed wastewater flows from this project and to treat such flows provided that the wastewater generated by the project meets the requirements of the EBMUD Wastewater Control Ordinance. However, wet weather flows are a concern. The East Bay regional wastewater collection system experiences exceptionally high peak flows during storms due to excessive infiltration and inflow (I/I) that enter the system through cracks and misconnections in both public and private sewer lines. EBMUD has historically operated three Wet Weather Facilities (WWFs) to provide primary treatment and disinfection for peak wet weather flows that exceed the treatment capacity of the MWWTP. Due to reinterpretation of applicable law, EBMUD's National Pollutant Discharge Elimination

System (NPDES) permit now prohibits discharges from EBMUD's WWFs. Additionally, the seven wastewater collection system agencies that discharge to the EBMUD wastewater interceptor system ("Satellite Agencies") hold NPDES permits that prohibit them from causing or contributing to WWF discharges. These NPDES permits have removed the regulatory coverage the East Bay wastewater agencies once relied upon to manage peak wet weather flows.

A federal consent decree, negotiated among EBMUD, the Satellite Agencies, the Environmental Protection Agency (EPA), the State Water Resources Control Board (SWRCB), and the Regional Water Quality Control Board (RWQCB), requires EBMUD and the Satellite Agencies to eliminate WWF discharges by 2036. To meet this requirement, actions will need to be taken over time to reduce I/I in the system. The consent decree requires EBMUD to continue implementation of its Regional Private Sewer Lateral Ordinance (www.eastbaypsl.com), construct various improvements to its interceptor system, and identify key areas of inflow and rapid infiltration over a 22-year period. Over the same time period, the consent decree requires the Satellite Agencies to perform I/I reduction work including sewer main rehabilitation and elimination of inflow sources. EBMUD and the Satellite Agencies must jointly demonstrate at specified intervals that this work has resulted in a sufficient, pre-determined level of reduction in WWF discharges. If sufficient I/I reductions are not achieved, additional investment into the region's wastewater infrastructure would be required, which may result in significant financial implications for East Bay residents.

To ensure that the individual projects contribute to these legally required I/I reductions, the lead agency should require the project sponsor to comply with EBMUD's Regional Private Sewer Lateral Ordinance. Additionally, it would be prudent for the lead agency to require the following mitigation measures for proposed projects: (1) replace or rehabilitate any existing sanitary sewer collection systems, including sewer lateral lines, to ensure that such systems and lines are free from defects or, alternatively, disconnected from the sanitary sewer system and (2) ensure any new wastewater collection systems, including sewer lateral lines, for the project are constructed to prevent I/I to the maximum extent feasible while meeting all requirements contained in the Regional Private Sewer Lateral Ordinance and applicable municipal codes or Satellite Agency ordinances.

WATER CONSERVATION

Individual projects within the Specific Plan area may present an opportunity to incorporate water conservation measures. EBMUD requests that the City include in its conditions of approval a requirement that the project sponsor comply with Assembly Bill 325, "Model Water Efficient Landscape Ordinance," (Division 2, Title 23, California Code of Regulations, Chapter 2.7, Sections 490 through 495). The project sponsor should be aware that Section 31 of EBMUD's Water Service Regulations requires that water service shall not be furnished for new or expanded service unless all the applicable water-efficiency measures described in the regulation are installed at the project sponsor's expense.

If you have any questions concerning this response, please contact Timothy R. McGowan, Senior Civil Engineer, Major Facilities Planning Section at (510) 287-1981.

Sincerely,

David J. Rehnstrom
Manager of Water Distribution Planning

DJR:KKN:dks
sb18_126

DEPARTMENT OF TRANSPORTATION
DISTRICT 4
OFFICE OF TRANSIT AND COMMUNITY PLANNING
P.O. BOX 23660, MS-10D
OAKLAND, CA 94623-0660
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Making Conservation
a California Way of Life

August 2, 2018

SCH# 2018072009
GTS # 04-ALA-2018-00318
GTS I.D. 11516
ALA - 013 - 12.229

Alisa Shen
City of Berkeley
2939 Ellis Street
Berkeley, CA 94703

Adeline Corridor Specific Plan – Notice of Preparation

Dear Alisa Shen:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. In tandem with the Metropolitan Transportation Commission's (MTC) Sustainable Communities Strategy (SCS), Caltrans' mission signals a modernization of our approach to evaluate and mitigate impacts to the State Transportation Network (STN). Caltrans' Strategic Management Plan 2015-2020 aims to reduce Vehicle Miles Traveled (VMT) by tripling bicycle and doubling both pedestrian and transit travel by 2020. Our comments are based on the Notice of Preparation (NOP).

Project Understanding
The Adeline Corridor Specific Plan (also referred to as "the Plan" or "Specific Plan") will have a horizon year of 2040. The Plan's area crosses State Route (SR) 13 (Ashby Avenue) at Adeline Street. The Plan will direct changes in land uses, development and right-of-way improvements. The Plan's policies and standards will only apply within the Plan Area boundary (approx. 86 acres) which includes Adeline street, as well as parcels on either side. Although the Plan's geographical scope is limited, it will also consider the relationship to the larger South Berkeley neighborhood. The components of the Specific Plan will include:

- Text and diagrams showing the distribution, location, and extent of all land uses;
- Standards and guidelines for development, including adjustments to allowable building height, density, and use;
- Program of implementation measures including regulations, programs, public works projects and proposed financing measures.

Transportation Impact Fees
Please identify project-generated travel demand and estimate the costs of transit and active transportation improvements necessitated by the proposed Specific Plan; viable funding sources such as development and/or transportation impact fees should also be identified and incorporated in the Conditions of Approval. We strongly support measures to increase sustainable mode shares to reduce VMT. We also encourage a sufficient allocation of fair share contributions toward multimodal and regional transit improvements to fully mitigate cumulative impacts to regional transportation.

The Lead Agency should also ensure that the cost of needed improvements, funding sources, and a scheduled plan for implementation is incorporated into the capital improvement plan as part of the environmental process. Caltrans welcomes the opportunity to work with the Lead Agency and local partners to secure the funding for needed mitigation. Traffic mitigation- or cooperative agreements are examples of such measures.

An example of a multimodal improvement that could be used as mitigation and incorporated into the conditions of approval is shown below at the SR 13 (Ashby Avenue) and Adeline Street intersection. It represents a major challenge for pedestrians within the Corridor. The offset between the east and west legs of the intersection result in skewed crosswalks with considerable lengths. The longest crosswalk is 150 feet, one-third longer than a typical perpendicular crossing. While all solutions should be studied – a roundabout or perpendicular crosswalks – the blue figure shown below illustrates a potential reconfiguration that converts the intersection into two contiguous T-intersections.

Vehicle Trip Reduction

From Caltrans' *Smart Mobility 2010: A Call to Action for the New Decade*, the project site is identified as **Place Type 2: Close-in Compact Communities** (Corridor) where location efficiency factors, such as community design, are moderate and regional accessibility is strong. The Association of Bay Area Governments (ABAG) has identified the project location as a planned PDA, which emphasizes mixed-use and transit and pedestrian connectivity. Given the size of the project and its proximity to BART, it should include a robust Transportation Demand Management (TDM) Program that leverages nearby transit to reduce VMT and greenhouse gas emissions. Such measures will be critical in order to facilitate efficient transportation access to and from the site and reduce transportation impacts associated with the project. The measures listed below will promote smart mobility and reduce regional VMT.

- Project design to encourage walking, bicycling and convenient transit access;
- Secured bicycle storage facilities located conveniently near entrances to minimize determent of bicycle use due to weather conditions;
- Bicycle parking;
- Fix-it bicycle repair station(s);
- Shuttle service to Amtrak and BART;
- Subsidize transit passes on an ongoing basis;
- Charging stations and designated parking spaces for electric vehicles;
- Carpool and clean-fuel parking spaces conveniently located to encourage carpooling and clean-fuel vehicles;
- Lower parking ratios;
- Transportation and commute information kiosk;
- Outdoor areas with patios, furniture, pedestrian pathways, picnic and recreational areas;
- Showers, changing rooms and clothing lockers for bike commuters;
- Bicycle route mapping resources and bicycle parking incentives;
- Employee transportation coordinator;
- Emergency Ride Home program;
- Participation/Formation in/of a Transportation Management Association (TMA) in partnership with other developments in the area; and
- Aggressive trip reduction targets with annual Lead Agency monitoring and enforcement.

Transportation Demand Management programs should be documented with annual monitoring reports by an onsite TDM coordinator to demonstrate effectiveness. If the project does not achieve the VMT reduction goals, the reports should also include next steps to take in order to achieve those targets. Also, reducing parking supply can encourage active forms of transportation, reduce regional VMT, and lessen future transportation impacts on SR 13, SR 123 and I-80 and other nearby State facilities. These smart growth approaches are consistent with the MTC's Regional Transportation Plan/SCS goals and would meet Caltrans Strategic Management Plan sustainability goals.

For additional TDM options, please refer to the Federal Highway Administration's *Integrating Demand Management into the Transportation Planning Process: A Desk Reference* (Chapter 8).

The reference is available online at:

http://www.ops.fhwa.dot.gov/publications/fhwahop12035/fhwahop12035.pdf.

Cultural Resources
There are multiple cultural resources recorded within the boundaries of the Adeline Corridor Specific Plan area. As part of the programmatic environmental review for the Plan, we recommend that, in compliance with CEQA Guidelines Section 15064.5, the City of Berkeley require environmental review for specific projects that includes the preparation of cultural resource technical studies that at a minimum contain a records search at the Northwest Information Center of the California Historical Resources Information System (CHRIS) at Sonoma State University, Native American consultation, and a field survey of the project area by a qualified archaeologist and architectural historian.

If an encroachment permits are needed for work within Caltrans right-of-way, we may require cultural resource technical studies be prepared in compliance with CEQA, Public Resources Code (PRC) 5024, and the Caltrans Standard Environmental Reference (SER) Chapter 2 (http://www.dot.ca.gov/ser/vol2/vol2.htm). Should ground-disturbing activities take place within Caltrans right-of-way and there is an inadvertent archaeological or burial discovery, in compliance with CEQA, PRC 5024.5, and the SER, all construction within 60 feet of the find shall cease and the Caltrans District 4 Office of Cultural Resource Studies (OCRS) shall be immediately contacted at (510) 622-1673.

Encroachment Permit
Please be advised that any work or traffic control that encroaches onto the state right-of-way requires an encroachment permit that is issued by the Department. To apply, a completed encroachment permit application, environmental documentation, and five (5) sets of plans clearly indicating state right-of-way must be submitted to: Office of Permits, California DOT, District 4, P.O. Box 23660, Oakland, CA 94623-0660. Traffic-related mitigation measures should be incorporated into the construction plans during the encroachment permit process. See the website link below for more information: http://www.dot.ca.gov/hq/traffops/developserv/permits/.

Lead Agency
As the Lead Agency, the City of Berkeley is responsible for all project mitigation, including any needed improvements to the STN. The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures.

Thank you again for including Caltrans in the environmental review process. Should you have any questions regarding this letter, please contact Jannette Ramirez at (510) 286-5535 or jannette.ramirez@dot.ca.gov.

Sincerely,

PATRICIA MAURICE
District Branch Chief
Local Development - Intergovernmental Review

c: State Clearinghouse

bc: PMaurice/JRamirez/ FSchermer

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ALAMEDA
County Transportation Commission

1111 Broadway, Suite 800, Oakland, CA 94607 • 510.208.7400 • www.AlamedaCTC.org

August 2, 2018

Alisa Shen
Principal Planner
Planning and Development Department
City of Berkeley
1947 Center Street, 2nd Floor
Berkeley, CA 94704

SUBJECT: Response to the Notice of Preparation (NOP) of a Draft Environmental Impact Report for the Adeline Corridor Specific Plan

Dear Ms. Shen,

Thank you for the opportunity to comment on the Notice of Preparation (NOP) of the Draft Environmental Impact Report (DEIR) for the Adeline Corridor Specific Plan. The plan area is located in the southern portion of the City of Berkeley and extends approximately 1.3 miles north from the Berkeley-Oakland border along Adeline Street to the intersection of Shattuck Avenue and Dwight Way. The plan area borders Downtown Berkeley to the north and extends to the City of Oakland border to the south. The plan area encompasses approximately 86 acres of land, including 38 acres of right-of-way for multiple modes of transportation, 19 acres of commercial uses, 11 acres of public, civic, and institutional uses, and 9 acres of residential uses. The Adeline Corridor Specific Plan will include transit-oriented development around the Ashby BART Station and complete streets concepts into a long range plan.

The Alameda County Transportation Commission (Alameda CTC) respectfully submits the following comments:

Basis for Congestion Management Program (CMP) Review

- It appears that the proposed project will generate at least 100 p.m. peak hour trips over existing conditions, and therefore the CMP Land Use Analysis Program requires the City to conduct a transportation impact analysis of the project. For information on the CMP, please visit: http://www.alamedactc.org/app_pages/view/5224

Use of Countywide Travel Demand Model

- The Alameda Countywide Travel Demand Model should be used for CMP Land Use Analysis purposes. The CMP requires local jurisdictions to conduct travel model runs themselves or through a consultant. The City of Berkeley and the Alameda CTC signed a Countywide Model Agreement on September 15, 2010. Before the model can be used for this project, a letter must be submitted to the Alameda CTC requesting use of the model and describing the project. A copy of a sample letter agreement is available upon request. The most current version of the Alameda CTC Countywide Travel Demand Model was updated in June 2018 to be consistent with the assumptions of Plan Bay Area 2040.

Impacts

- The DEIR should address all potential impacts of the project on the Metropolitan Transportation System (MTS) roadway network.
  - MTS roadway facilities in the project area include
    - Shattuck Avenue, Adeline Street, Martin Luther King Jr Way, Ashby Avenue, and Dwight Way
  - For the purposes of CMP Land Use Analysis, the Highway Capacity Manual 2010 freeway and urban streets methodologies are the preferred methodologies to study vehicle delay impacts.
  - The Alameda CTC has *not* adopted any policy for determining a threshold of significance for Level of Service for the Land Use Analysis Program of the CMP. Professional judgment should be applied to determine the significance of project impacts (Please see Chapter 6 of the 2017 CMP for more information).

- The DEIR should address potential impacts of the project on Metropolitan Transportation System (MTS) transit operators.
  - MTS transit operators potentially affected by the project include: AC Transit, BART
  - Transit impacts for consideration include the effects of project vehicle traffic on mixed flow transit operations, transit capacity, transit access/egress, need for future transit service, and consistency with adopted plans. See Appendix J of the 2017 CMP document for more details.

- The DEIR should address potential impacts of the project to cyclists on the Countywide Bicycle Network.
  - Countywide bicycle facilities in the project area include:
    - The Class II Bike Lane on Adeline St, Class III Milvia St Bike Route, Class III Russell St Bike Route
  - Bicycle related impacts to consider include effects of vehicle traffic on bicyclist conditions, site development and roadway improvements, and consistency with adopted plans. See Appendix J of the 2017 CMP document for more details.

- The DEIR should address potential impacts of the project to pedestrians in Pedestrian Plan Areas of Countywide Significance as defined by the Countywide Pedestrian Plan.
  - The Project overlaps with an Area of Countywide Pedestrian Significance:
    - The Ashby BART Station is located within the project site
    - The site is within ¼ mile of Downtown Berkeley
  - Pedestrian related impacts to consider include effects of vehicle traffic on pedestrian conditions, site development and roadway improvements, and consistency with adopted plans. See Appendix J of the 2017 CMP document for more details.

Mitigation Measures

- Alameda CTC policy regarding mitigation measures is that to be considered adequate they must be:
  - Adequate to sustain CMP roadway and transit service standards;
  - Fully funded; and

- Consistent with project funding priorities established in the Capital Improvement Program of the CMP, the Countywide Transportation Plan (CTP), and the Regional Transportation Plan (RTP) or the federal Transportation Improvement Program, if the agency relies on state or federal funds programmed by Alameda CTC.

- The DEIR should discuss the adequacy of proposed mitigation measure according to the criteria above. In particular, the DEIR should detail when proposed roadway or transit route improvements are expected to be completed, how they will be funded, and the effect on service standards if only the funded portions of these mitigation measures are built prior to Project completion. The DEIR should also address the issue of transit funding as a mitigation measure in the context of the Alameda CTC mitigation measure criteria discussed above.

- Jurisdictions are encouraged to discuss multimodal tradeoffs associated with mitigation measures that involve changes in roadway geometry, intersection control, or other changes to the transportation network. This analysis should identify whether the mitigation will result in an improvement, degradation, or no change in conditions for automobiles, transit, bicyclists, and pedestrians. The HCM 2010 MMLOS methodology is encouraged as a tool to evaluate these tradeoffs, but project sponsors may use other methodologies as appropriate for particular contexts or types of mitigations.

- The DEIR should consider the use of TDM measures, in conjunction with roadway and transit improvements, as a means of attaining acceptable levels of service. Whenever possible, mechanisms that encourage ridesharing, flextime, transit, bicycling, telecommuting and other means of reducing peak hour traffic trips should be considered. The Alameda CTC CMP Menu of TDM Measures and TDM Checklist may be useful during the review of the development proposal and analysis of TDM mitigation measures (See Appendices F and G of the 2017 CMP).

Thank you for the opportunity to comment on this NOP. Please contact me at (510) 208-7426 or Chris G. Marks, Associate Transportation Planner at (510) 208-7453, if you have any questions.

Sincerely,

Saravana Suthanthira
Principal Transportation Planner

cc: Chris G. Marks, Associate Transportation Planner

STATE OF CALIFORNIA Edmund G. Brown Jr., Governor
NATIVE AMERICAN HERITAGE COMMISSION
Cultural and Environmental Department
1550 Harbor Blvd., Suite 100
West Sacramento, CA 95691
Phone (916) 373-3710

August 8, 2018

Alisa Shen
City of Berkeley
1947 Center Street, 2nd Floor
Berkeley, CA 94704

Also sent via e-mail: ashen@cityofberkeley.info

RE: SCH# 2018072009, Adeline Corridor Specific Plan Project, City of Berkeley; Alameda County, California

Dear Ms. Shen:

The Native American Heritage Commission has received the Notice of Preparation (NOP) for Draft Environmental Impact Report for the project referenced above. The California Environmental Quality Act (CEQA) (Pub. Resources Code § 21000 et seq.), specifically Public Resources Code section 21084.1, states that a project that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment. (Pub. Resources Code § 21084.1; Cal. Code Regs., tit.14, § 15064.5 (b) (CEQA Guidelines Section 15064.5 (b)). If there is substantial evidence, in light of the whole record before a lead agency, that a project may have a significant effect on the environment, an environmental impact report (EIR) shall be prepared. (Pub. Resources Code § 21080 (d); Cal. Code Regs., tit. 14, § 15064 subd. (a)(1) (CEQA Guidelines § 15064 (a)(1)). In order to determine whether a project will cause a substantial adverse change in the significance of a historical resource, a lead agency will need to determine whether there are historical resources with the area of project effect (APE).

CEQA was amended significantly in 2014. Assembly Bill 52 (Gatto, Chapter 532, Statutes of 2014) (AB 52) amended CEQA to create a **separate category of cultural resources**, "tribal cultural resources" (Pub. Resources Code § 21074) and provides that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment (Pub. Resources Code § 21084.2). Please reference California Natural Resources Agency (2016) "Final Text for tribal cultural resources update to Appendix G: Environmental Checklist Form," http://resources.ca.gov/ceqa/docs/ab52/Clean-final-AB-52-App-G-text-Submitted.pdf. Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource. (Pub. Resources Code § 21084.3 (a)). **AB 52 applies to any project for which a notice of preparation or a notice of negative declaration or mitigated negative declaration is filed on or after July 1, 2015.** If your project involves the adoption of or amendment to a general plan or a specific plan, or the designation or proposed designation of open space, on or after March 1, 2005, it may also be subject to Senate Bill 18 (Burton, Chapter 905, Statutes of 2004) (SB 18). **Both SB 18 and AB 52 have tribal consultation requirements**. If your project is also subject to the federal National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (NEPA), the tribal consultation requirements of Section 106 of the National Historic Preservation Act of 1966 (154 U.S.C. 300101, 36 C.F.R. § 800 et seq.) may also apply.

The NAHC recommends **lead agencies consult with all California Native American tribes** that are traditionally and culturally affiliated with the geographic area of your proposed project as early as possible in order to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resources. Below is a brief summary of portions of AB 52 and SB 18 as well as the NAHC's recommendations for conducting cultural resources assessments. **Consult your legal counsel about compliance with AB 52 and SB 18 as well as compliance with any other applicable laws**.

AB 52

AB 52 has added to CEQA the additional requirements listed below, along with many other requirements:

1. Fourteen Day Period to Provide Notice of Completion of an Application/Decision to Undertake a Project: Within fourteen (14) days of determining that an application for a project is complete or of a decision by a public agency to undertake a project, a **lead agency** shall provide formal notification to a designated contact of, or tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, to be accomplished by at least one written notice that includes:
    - **a.** A brief description of the project.
    - **b.** The lead agency contact information.
    - **c.** Notification that the California Native American tribe has 30 days to request consultation. (Pub. Resources Code § 21080.3.1 (d)).
    - **d.** A "California Native American tribe" is defined as a Native American tribe located in California that is on the contact list maintained by the NAHC for the purposes of Chapter 905 of Statutes of 2004 (SB 18). (Pub. Resources Code § 21073).

2. Begin Consultation Within 30 Days of Receiving a Tribe's Request for Consultation and Before Releasing a Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report: A **lead agency** shall begin the consultation process within 30 days of receiving a request for consultation from a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project. (Pub. Resources Code § 21080.3.1, subds. (d) and (e)) and prior to the release of a negative declaration, mitigated negative declaration or environmental impact report. (Pub. Resources Code § 21080.3.1(b)).
    - **a.** For purposes of AB 52, "consultation shall have the same meaning as provided in Gov. Code § 65352.4 (SB 18). (Pub. Resources Code § 21080.3.1 (b)).

3. Mandatory Topics of Consultation If Requested by a Tribe: The following topics of consultation, if a tribe requests to discuss them, are mandatory topics of consultation:
    - **a.** Alternatives to the project**.**
    - **b.** Recommended mitigation measures**.**
    - **c.** Significant effects**.** (Pub. Resources Code § 21080.3.2 (a)).

4. Discretionary Topics of Consultation: The following topics are discretionary topics of consultation:
    - **a.** Type of environmental review necessary.
    - **b.** Significance of the tribal cultural resources.
    - **c.** Significance of the project's impacts on tribal cultural resources.
    - **d.** If necessary, project alternatives or appropriate measures for preservation or mitigation that the tribe may recommend to the lead agency. (Pub. Resources Code § 21080.3.2 (a)).

5. Confidentiality of Information Submitted by a Tribe During the Environmental Review Process: With some exceptions, any information, including but not limited to, the location, description, and use of tribal cultural resources submitted by a California Native American tribe during the environmental review process shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public, consistent with Government Code sections 6254 (r) and 6254.10. Any information submitted by a California Native American tribe during the consultation or environmental review process shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public. (Pub. Resources Code § 21082.3 (c)(1)).

6. Discussion of Impacts to Tribal Cultural Resources in the Environmental Document: If a project may have a significant impact on a tribal cultural resource, the lead agency's environmental document shall discuss both of the following:
    - **a.** Whether the proposed project has a significant impact on an identified tribal cultural resource.
    - **b.** Whether feasible alternatives or mitigation measures, including those measures that may be agreed to pursuant to Public Resources Code section 21082.3, subdivision (a), avoid or substantially lessen the impact on the identified tribal cultural resource. (Pub. Resources Code § 21082.3 (b)).

7. Conclusion of Consultation: Consultation with a tribe shall be considered concluded when either of the following occurs:
    a. The parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or
    b. A party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached. (Pub. Resources Code § 21080.3.2 (b)).

8. Recommending Mitigation Measures Agreed Upon in Consultation in the Environmental Document: Any mitigation measures agreed upon in the consultation conducted pursuant to Public Resources Code section 21080.3.2 shall be recommended for inclusion in the environmental document and in an adopted mitigation monitoring and reporting program, if determined to avoid or lessen the impact pursuant to Public Resources Code section 21082.3, subdivision (b), paragraph 2, and shall be fully enforceable. (Pub. Resources Code § 21082.3 (a)).

9. Required Consideration of Feasible Mitigation: If mitigation measures recommended by the staff of the lead agency as a result of the consultation process are not included in the environmental document or if there are no agreed upon mitigation measures at the conclusion of consultation, or if consultation does not occur, and if substantial evidence demonstrates that a project will cause a significant effect to a tribal cultural resource, the lead agency shall consider feasible mitigation pursuant to Public Resources Code section 21084.3 (b). (Pub. Resources Code § 21082.3 (e)).

10. Examples of Mitigation Measures That, If Feasible, May Be Considered to Avoid or Minimize Significant Adverse Impacts to Tribal Cultural Resources:
    a. Avoidance and preservation of the resources in place, including, but not limited to:
        i. Planning and construction to avoid the resources and protect the cultural and natural context.
        ii. Planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.
    b. Treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:
        i. Protecting the cultural character and integrity of the resource.
        ii. Protecting the traditional use of the resource.
        iii. Protecting the confidentiality of the resource.
    c. Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.
    d. Protecting the resource. (Pub. Resource Code § 21084.3 (b)).
    e. Please note that a federally recognized California Native American tribe or a nonfederally recognized California Native American tribe that is on the contact list maintained by the NAHC to protect a California prehistoric, archaeological, cultural, spiritual, or ceremonial place may acquire and hold conservation easements if the conservation easement is voluntarily conveyed. (Civ. Code § 815.3 (c)).
    f. Please note that it is the policy of the state that Native American remains and associated grave artifacts shall be repatriated. (Pub. Resources Code § 5097.991).

11. Prerequisites for Certifying an Environmental Impact Report or Adopting a Mitigated Negative Declaration or Negative Declaration with a Significant Impact on an Identified Tribal Cultural Resource: An environmental impact report may not be certified, nor may a mitigated negative declaration or a negative declaration be adopted unless one of the following occurs:
    a. The consultation process between the tribes and the lead agency has occurred as provided in Public Resources Code sections 21080.3.1 and 21080.3.2 and concluded pursuant to Public Resources Code section 21080.3.2.
    b. The tribe that requested consultation failed to provide comments to the lead agency or otherwise failed to engage in the consultation process.
    c. The lead agency provided notice of the project to the tribe in compliance with Public Resources Code section 21080.3.1 (d) and the tribe failed to request consultation within 30 days. (Pub. Resources Code § 21082.3 (d)).

    This process should be documented in the Cultural Resources section of your environmental document.

The NAHC's PowerPoint presentation titled, "Tribal Consultation Under AB 52: Requirements and Best Practices" may be found online at: http://nahc.ca.gov/wp-content/uploads/2015/10/AB52TribalConsultation_CalEPAPDF.pdf

SB 18

SB 18 applies to local governments and requires **local governments** to contact, provide notice to, refer plans to, and consult with tribes prior to the adoption or amendment of a general plan or a specific plan, or the designation of open space. (Gov. Code § 65352.3). Local governments should consult the Governor's Office of Planning and Research's "Tribal Consultation Guidelines," which can be found online at: https://www.opr.ca.gov/docs/09_14_05_Updated_Guidelines_922.pdf

Some of SB 18's provisions include:

1. Tribal Consultation: If a local government considers a proposal to adopt or amend a general plan or a specific plan, or to designate open space it is required to contact the appropriate tribes identified by the NAHC by requesting a "Tribal Consultation List." If a tribe, once contacted, requests consultation the local government must consult with the tribe on the plan proposal. **A tribe has 90 days from the date of receipt of notification to request consultation unless a shorter timeframe has been agreed to by the tribe.** (Gov. Code § 65352.3 (a)(2)).
2. No Statutory Time Limit on SB 18 Tribal Consultation. There is no statutory time limit on SB 18 tribal consultation.
3. Confidentiality: Consistent with the guidelines developed and adopted by the Office of Planning and Research pursuant to Gov. Code section 65040.2, the city or county shall protect the confidentiality of the information concerning the specific identity, location, character, and use of places, features and objects described in Public Resources Code sections 5097.9 and 5097.993 that are within the city's or county's jurisdiction. (Gov. Code § 65352.3 (b)).
4. Conclusion of SB 18 Tribal Consultation: Consultation should be concluded at the point in which:
    a. The parties to the consultation come to a mutual agreement concerning the appropriate measures for preservation or mitigation; or
    b. Either the local government or the tribe, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached concerning the appropriate measures of preservation or mitigation. (Tribal Consultation Guidelines, Governor's Office of Planning and Research (2005) at p. 18).

Agencies should be aware that neither AB 52 nor SB 18 precludes agencies from initiating tribal consultation with tribes that are traditionally and culturally affiliated with their jurisdictions before the timeframes provided in AB 52 and SB 18. For that reason, we urge you to continue to request Native American Tribal Contact Lists and "Sacred Lands File" searches from the NAHC. The request forms can be found online at: http://nahc.ca.gov/resources/forms/

NAHC Recommendations for Cultural Resources Assessments

To adequately assess the existence and significance of tribal cultural resources and plan for avoidance, preservation in place, or barring both, mitigation of project-related impacts to tribal cultural resources, the NAHC recommends the following actions:

1. Contact the appropriate regional California Historical Research Information System (CHRIS) Center (http://ohp.parks.ca.gov/?page_id=1068) for an archaeological records search. The records search will determine:
    a. If part or all of the APE has been previously surveyed for cultural resources.
    b. If any known cultural resources have been already been recorded on or adjacent to the APE.
    c. If the probability is low, moderate, or high that cultural resources are located in the APE.
    d. If a survey is required to determine whether previously unrecorded cultural resources are present.

2. If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
    a. The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum and not be made available for public disclosure.

b. The final written report should be submitted within 3 months after work has been completed to the appropriate regional CHRIS center.

3. Contact the NAHC for:
- **a.** A Sacred Lands File search. Remember that tribes do not always record their sacred sites in the Sacred Lands File, nor are they required to do so. A Sacred Lands File search is not a substitute for consultation with tribes that are traditionally and culturally affiliated with the geographic area of the project's APE.
- **b.** A Native American Tribal Consultation List of appropriate tribes for consultation concerning the project site and to assist in planning for avoidance, preservation in place, or, failing both, mitigation measures.

4. Remember that the lack of surface evidence of archaeological resources (including tribal cultural resources) does not preclude their subsurface existence.
- **a.** Lead agencies should include in their mitigation and monitoring reporting program plan provisions for the identification and evaluation of inadvertently discovered archaeological resources per Cal. Code Regs., tit. 14, section 15064.5(f) (CEQA Guidelines section 15064.5(f)). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American with knowledge of cultural resources should monitor all ground-disturbing activities.
- **b.** Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the disposition of recovered cultural items that are not burial associated in consultation with culturally affiliated Native Americans.
- **c.** Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the treatment and disposition of inadvertently discovered Native American human remains. Health and Safety Code section 7050.5, Public Resources Code section 5097.98, and Cal. Code Regs., tit. 14, section 15064.5, subdivisions (d) and (e) (CEQA Guidelines section 15064.5, subds. (d) and (e)) address the processes to be followed in the event of an inadvertent discovery of any Native American human remains and associated grave goods in a location other than a dedicated cemetery.

Please contact me if you need any additional information at gayle.totton@nahc.ca.gov.

Sincerely,

Gayle Totton

Gayle Totton, M.A., PhD.
Associate Governmental Program Analyst
(916) 373-3714

cc: State Clearinghouse

Department of Toxic Substances Control

Matthew Rodriquez
Secretary for
Environmental Protection

Barbara A. Lee, Director
700 Heinz Avenue
Berkeley, California 94710-2721

Edmund G. Brown Jr.
Governor

July 31, 2018

Alisa Shen
City of Berkeley
1947 Center Street, 2nd Floor
Berkeley, California 94704

Dear Ms. Shen:

ADELINE CORRIDOR SPECIFIC PLAN, SCH# 2018072009

Thank you for the opportunity to review and provide comments on the Notice of Preparation (NOP) for the Adeline Corridor Specific Plan draft Environmental Impact Report (EIR). It is our understanding that the City of Berkeley will be preparing a draft EIR for a Specific Plan being developed for the Adeline Corridor Area in Berkeley, California. As the draft Specific Plan is still being developed, it is difficult to ascertain what changes in land use are anticipated. Therefore, the Department of Toxic Substances Control (DTSC) offers the following general comments:

1. Land use and zoning decisions are made by local agencies. DTSC recommends that the EIR identify generators of hazardous waste, permitted hazardous waste treatment, storage and/or disposal facilities (including tiered permitted facilities), and properties with known releases of hazardous substances in the EIR to ensure potential impacts from their operations and/or released hazardous substances are considered.

2. Where land uses change to more sensitive uses (e.g., from industrial uses to residential uses), DTSC suggests the plan incorporate requirements and procedures to ensure that the property is safe for its intended use before it can be redeveloped. These procedures can include preparation/review of Phase I Environmental Site Assessments (Phase I ESA) and testing (e.g., sampling and analysis of appropriate environmental media samples) to address potential recognized environmental conditions identified in the Phase I ESA.

Thank you for the opportunity to review the Notice of Preparation.

Sincerely,

Janet Naito, Branch Chief
Site Mitigation and Restoration Program – Berkeley Branch

ecology center

August 6, 2018

Alisa Shen
City of Berkeley Planning Department
1947 Center Street
Berkeley, CA 94704

Dear, Ms. Shen.

We appreciate all of your efforts on the Adeline Corridor redevelopment process and your continued attention to the desires of the community, the City, and Lorin District businesses, including the Ecology Center's Tuesday Farmers' Market. We are writing to express two main concerns regarding the Environmental Impact Report (EIR) process.

1) We see the farmers' markets as a critical element in creating safe community gathering space and access to healthy food in the South Berkeley community. As we have expressed to you in our past letter and meetings, the existing Adeline redevelopment plans do not properly accommodate the footprint of the farmers' market. The footprint needs to include parking for farmer and vendor vehicles behind or near their stalls, and we hope will include critical public safety infrastructure as well. We hope to see these requirements accommodated in future plan iterations.

2) We have deep concern around equity and housing affordability in South Berkeley, especially the long-standing community members that our market serves. While we embrace the positive changes that the Adeline redevelopment may bring, we hope the EIR will fully and adequately consider displacement and negative impacts to the most vulnerable member of our community. Improvements in the neighborhood should not come at the expense of the historical residents. Redevelopment impacts to people and communities cannot be decoupled from environmental impacts.

The Ecology Center's Farmers' Markets have been a community touchstone for decades – bringing together California farmers, local food purveyors, businesses, and the community in a safe, welcoming environment. We look forward to continuing this tradition and adding vibrancy and economic stimulation to the Adeline corridor and the Lorin District. Please don't hesitate to reach out to me if you have any questions or concerns.

Sincerely,

Carle Brinkman
Ecology Center
Food and Farming Program Director
carle@ecologycenter.org | 510-548-1005

Shen, Alisa

From: battles.ca@sbcglobal.net
Sent: Monday, August 06, 2018 9:07 PM
To: Shen, Alisa
Subject: Adeline Corridor Plan

Dear Ms. Shen,

I have one main concern with the Adeline Corridor Plan: How will it be written into the zoning code so that it gets enforced? I have seen the South Berkeley Plan talked about in relation to various developments, most recently 3000 Shattuck, and the response of ZAB Members is that they can't enforce something that is not in the zoning code.

The plans I saw presented at Ed Roberts this spring showed that the section of Adeline that includes 2902 Adeline is slated to be up to 5 stories high, with community benefits. Yet 2902 Adeline was already approved to be 6 stories high with less than 20% affordable units included on site, which was the community's priority. This building was used by the City Staff to justify their recommendation to approve the development at 3000 Shattuck.

I do not want to see the Adeline Corridor Plan become yet another bureaucratic exercise to put lofty goals and plans down on paper, only to be ignored in the future by the same Planning Department that spent years to make the plan.

Sincerely,

Janis Ching

Shen, Alisa

From: Larisa Cummings <pidicummings@gmail.com>
Sent: Monday, August 06, 2018 1:36 PM
To: Shen, Alisa
Subject: Comments on Adeline Corridor EIR

Dear Ms Shen,

I live on Newbury street, one block from the corridor near the Berkeley Bowl. I have been following this process closely for years and have numerous concerns I put forth during the online comment submission period a few months ago. I was very surprised to see over time the increasing magnitude of the project -- including what looks to be potentially massive mixed-use multi-unit housing development. Please assess all of the following in the Adeline Corridor EIR.

We do not want, can't handle and do not need massive mixed-use multi-unit housing development, especially market-rate, or mostly market-rate. That is getting built already. Any build, build, build market rate orientation must be very carefully checked, especially here in this vulnerable, economically and racially diverse including low income part of town. We need affordable housing, but not on a massive scale in the corridor to the exclusion of comprehensive planning including all parts of town and all aspects of infrastructure support. I have not read, seen or heard any full analysis of infrastructure required to support any large-scale housing development in this area.

We live in a city that must be prepared for major earthquakes, must have all available emergency services at the ready for any human service need, and be built to facilitate private transit, public transport, public education, and provide for other basic community needs -- i.e., you cannot reasonably build, build, build housing in isolation. And we have relatively small streets/roads, a very limited number of schools, hospitals, etc.

I have been informed that the city had a consultant speak at a corridor planning meeting who suggested looking to University Avenue in Palo Alto as a model. That means gentrification and displacement of the community that has lived here for decades -- mostly African American. I and many others are very alarmed and will do everything we can to stop that from happening.

The corridor should serve to prevent those things from getting worse around here for those who live here, and be built reasonably to scale in consideration of all of the above.

Sincerely,
Larisa Cummings
2913 Newbury Street
Berkeley, CA 94703

Alisa Shen
Principal Planner
Planning and Development Department
1947 Center Street, 2nd Floor
Berkeley, CA 94704

Dear Ms. Shen,

I have been active in the Adeline Corridor planning process for 3 years as a member of Friends of Adeline, and I lived at Milvia and Russell until this April, when I was displaced from the neighborhood by the rising cost of housing.

I was disheartened to hear you claim at the Planning Commission meeting on July 18th that it would not be appropriate to study displacement as part of the environmental impact review process — especially after many in the community had made very clear points about how the ongoing displacement, gentrification, and resegregation of the Adeline Corridor area are affecting both residents' health and the environment. Displacement and gentrification are not the boutique concerns of special interests; they are the dominant geographic processes currently shaping the Bay Area, and they impact the environment and health just as much as they impact politics and economics.

We should all know by this point that the social and the biophysical are not separate, tidy spheres. In my education and practice as an environmental educator (I received a Master of Environmental Management from the Yale School of Forestry and Environmental Studies in 2001) and as a geographer (PhD, UC Berkeley, 2013) I have seen again and again how some of the worst social *and* environmental impacts are caused by imagining that these arenas are somehow separate, even though, in theory, we know better. For example, how can we combat climate change in South Berkeley without understanding the relationship between climate and human activity in our own neighborhood? In addition, the City of Berkeley Planning Dept. claims to apply an equity lens in its planning. If we are to trust this, how can the Planning Dept. address climate change and other environmental impacts without also addressing equity? The intersection of equity and environment is not a new or unknown field. The Center for Neighborhood Technology showed in a 2014 study that among households living within a 1/4 mile of transit, "Higher Income households drive more than twice as many miles and own more than twice as many vehicles as Extremely Low-Income households" and "Lower Income households drive 25-30% fewer miles when living within 1/2 mile of transit than those living in non-TOD."* The displacement of low-income people away from public transit will increase vehicle miles traveled as they are forced to drive in from exurban areas for their jobs, and the higher income people moving into a gentrifying neighborhood are more likely to continue to use cars, either their own or Lyfts and Ubers, rather than public transit.

The climate impacts are simply the most obvious environmental impacts of displacement. My colleagues in the Friends of Adeline have made clear that displacement has massive impacts on physical and mental health through its impact on families, social bonds, racial microaggressions, and more.

The fact that displacement has environmental and health impacts is clear. This is not a stretch or a surprise. It is the responsibility of the Planning Department to investigate the major environmental impacts of the Adeline Corridor Specific Plan. Failing to study displacement as an environmental impact would make a mockery of the Adeline Corridor planning process and exacerbate the inequities South Berkeley has suffered for decades.

Thank you,

Catherine Guimond

* "Why Creating and Preserving Affordable Homes Near Transit Is a Highly Effective Climate Protection Strategy" http://www.transformca.org/transform-report/why-creating-and-preserving-affordable-homes-near-transit-highly-effective-climate

Shen, Alisa

From: kelly hammargren <kellyhammargren@gmail.com>
Sent: Monday, August 06, 2018 12:49 PM
To: Shen, Alisa
Subject: Comments to Adeline Corridor EIR

Dear Ms Shen,

Please include the following as issues to be assessed in the Adeline Corridor EIR.

Adeline is a main thoroughfare, the main connecting street through South Berkeley to the freeway.

If the Adeline Corridor is molded to be a slow moving traffic zone with dense multi-unit housing and shops, what are the alternate routes for freeway access?

As traffic is diverted to alternate neighborhood routes and other freeway access points, that impacts other city points making the reach of Adeline Corridor beyond this neighborhood. While it may be the desire to limit and isolate the EIR to only the Adeline Corridor the impact is broad and includes much if not all of South Berkeley. These impacts on alternative access routes need to be studied.

While developers profess that units in new developments are full, the signs on the street say move in today. Berkeley is already overstocked with “market rate" priced housing and a dearth of affordable housing. The biggest housing issue is affordable housing. As addressed by others, how will the plan for the Adeline Corridor ensure that affordable housing is retained along with quaint historic architecture? Is the City going to enforce 23B.56.100 Exercise and Lapse Permits to prevent the Adeline Corridor from becoming a speculation developer’s haven?

The most successful shopping experience in Berkeley is Fourth Street. All of those shops/stores are one story with open sky, lots of greenery and outdoor benches. Many shops, but not all are high end products. Mixed used multi-unit housing development commercial spaces in Berkeley stand empty for years.

Is the premise that the Adeline Corridor can be turned into a high end alternative shopping center to Fourth Street. Has study of Emeryville Shopping Center Bay Street which is mostly moderate priced demonstrated that the Adeline Corridor can be turned into a viable moderate priced alternative? Is there any part of the plan to retain existing shops in current structures?

Some time ago a consultant spoke at a planning meeting for the Adeline Corridor to look to University Avenue in Palo Alto as a model. If that is the intent, then it appears that the Adeline Corridor EIR is just a charade to cover for gentrification and displacement of the last vestige of a traditional African American neighborhood.

The Adeline Corridor would be better served through assisting local retail and housing to retain its unique neighborhood and working through alternative reuse of any vacant/unused sites.

Two years ago, I took an extended winter weekend trip with friends to Scottsdale, Arizona. The restaurant we picked for dinner the first night was in a new mixed use development with multi-building first floor commercial space. While we waited for our dinner reservation, we cruised the shops. The commercial space was rented and filled with stores in which to shop. In nearly every shop the three of us were the only potential customers and we weren’t buying. Another evening we went to a different section of town, Old Town Scottsdale with one story shops, historic buildings. It was packed. The point is that planners carry the fantasy that multi-use buildings with ground floor commercial is a draw for housing and retail, yet reality is that modern architecture 5, 6, 7, 8, or more story buildings put streets and neighborhoods in shadow. When people go out they flock to locations with historic low-rise architecture and open sky.

Online shopping is taking its toll. Even Gumps is now in bankruptcy.

While the belief is held that putting housing next to transit and removing parking will force people to give up their cars, This will not take hold until mass transit is really what the name implies, a quick, easy reliable, inexpensive system that covers the area with connection to transit across the state and beyond. Even in other countries where transit meets those conditions, cars still exist.

Kelly Hammargren

Shen, Alisa

From: Pamela Michaud <pamelamichaud@sbcglobal.net>
Sent: Monday, August 06, 2018 7:13 PM
To: Shen, Alisa
Cc: Burroughs, Timothy
Subject: Adeline Corridor Project

Ms. Shen and Mr. Burroughs,

After months of attending meeting and two rounds of viewing examples at the Ed Roberts campus, I am hoping you will listen to what I and my neighbors believe is a needed change: the bicycle lanes should not be in the center divide, but on both sides of Adeline next to the sidewalks.

Please note that the current plan for the South area corridor is not what was promised in meetings: your current version with the bike lanes in the center divide will make make South Adeline into just a slightly different version of the current treatment of Adeline as a commuter's off-ramp into other parts of Berkeley. This is not the promised change of the use of Adeline..

You have promised that the project was to help Adeline businesses and residents. For that to be true, the bike lanes need to be on both sides of the street next to sidewalks so that: bike lane users stop in lower South Berkeley to shop; and families can walk next to a child on a bike. With this paradigm, businesses in South Berkeley will grow and attract new businesses, and families and residents in the area, not just commuters on bikes, will get a more park-like area. As you know, South-East Berkeley is the area in Berkeley with the least parks and green space.

I am disappointed that your 'equity' consultant did not catch this built-in inequity. Please change the plan.

Pamela Michaud
1819 63rd Street
Berkeley, CA

Shen, Alisa

From: Troy Niekamp <niekamp.23@gmail.com>
Sent: Thursday, July 26, 2018 7:22 PM
To: Shen, Alisa
Subject: Adeline Corridor comments

Hello Alisa,

I am a longterm resident of South Berkeley. My biggest environmental concern related to the Adeline Corridor project is human waste. It is well established that the City of Berkeley does a poor job of managing the homeless and vagrant population. They will be allowed to treat your project as a campground and have public access to these lands. This typically involves defecating, peeing, and leaving drug needles on the sidewalks, streets, etc. I hope this risk is properly evaluated during the course of this project. Feces and pee have the potential to contaminate soil and the nearby area.

Thank you,
Troy Niekamp
419-953-5445

Shen, Alisa

From: Claire Parisa <clairemevans@gmail.com>
Sent: Monday, July 30, 2018 4:38 PM
To: Shen, Alisa
Subject: Ashby BART: shadow study?

Hi Alisa,

I support development on the Ashby BART parking lot - we need more housing and cafes/restaurants/retail serving folks at a variety of income levels. I live across the street on MLK at the intersection with Ashby (one of the duplexes). I'm a little concerned about shadow, but look forward to the proposals (especially those that step back the massing along MLK where the residential across the street is 1-2 stories). Specifically, I'm hoping to see what impacts the building has on my solar panels.

Also (not an environmental concern, but a nice to have): the median on MLK at Ashby used to have plantings, but they were cut down by the City for some reason. I hope that the developer/City can re-plant the median there. Please also consider activating the street frontage on MLK (we would love not to have the garage entrance and trash cans across the street - would love to have a cafe or residential stoops there.

I do support your efforts to build housing on the lot.

Thanks,
Claire

--
Claire Parisa
510.703.2521
clairemevans@gmail.com

Shen, Alisa

From: jasonost@gmail.com on behalf of Jason Pinost <jasonpinost@gmail.com>
Sent: Thursday, July 26, 2018 12:56 PM
To: Shen, Alisa
Subject: Adeline Corridor environmental impact

Hello,

Thank you for accepting public comments about the potential environmental impacts of redeveloping the Adeline Corridor. I live just off Adeline St in the Lorin, and am writing to urge you to consider the positive environmental impact of building more housing and increasing the population density near a major transit hub, the Ashby/Mabel Howard BART station.

BART itself would be the primary mode of commuting for most residents of new apartment and condo developments near the station. Rather than continuing to build large developments in West Berkeley, where many people are unable to commute without a car, the Adeline Corridor redevelopment represents a significant opportunity to add new Berkeley residents--without displacing existing residents--who can commute in a less carbon-intensive manner.

There are also a number of tech shuttles that stop at the station: I know of Facebook, Google, and Apple shuttles, and there may be others. Each passenger on a Facebook shuttle from Ashby to Menlo Park avoids a 70-mile roundtrip on some very congested roads; a passenger from Ashby to Google's Mountain View campus avoids 80 miles roundtrip; and a passenger from Ashby to Apple's Cupertino campus avoids 100 miles(!) roundtrip. I see several dozen employees get on these buses each day, implying that these tech shuttles are already saving literally tons of carbon emissions every single day.

By increasing the population density and building more housing near the Ashby/Mabel Howard BART station, you will be enabling hundreds (perhaps thousands) of people to commute via public and private forms of mass transit, keeping personal vehicles off our already congested roads and lowering each individual's impact on our environment. I strongly urge you to consider including as much housing as possible in the redevelopment plan.

I appreciate your time and attention.

Sincerely,
Jason Pinost
1912 Fairview St.
Berkeley, CA 94703

Shen, Alisa

From: Alexander Sahn <asahn@berkeley.edu>
Sent: Wednesday, August 01, 2018 12:12 PM
To: Shen, Alisa
Cc: d3info
Subject: Comments on Adline Corridor Specific Plan

To Whom it May Concern,

My name is Alexander Sahn and I am a resident of South Berkeley and a regular voter in District 3. I am writing to support high-density residential and commercial development along the Adeline corridor, and specifically around the Ashby BART station. I am unable to attend tomorrow's meeting so would like to provide written comments that I hope are taken into consideration.

I commute to my job at Cal by walking down Shattuck Avenue and take BART several times a week to go to Oakland and San Francisco. I find the current streetscape to be unsafe due to speeding cars and a lack of safe biking options, forcing bikers onto the sidewalk. Furthermore, I find the sidewalks uncomfortable to walk on alone at night due to the lack of nearby housing and restaurants and bars. The street is also quite ugly due to the combination of an excessively wide road, a glut of parking, and almost exclusively single-story commercial buildings -- we can do better. A recent development on my own street, on Shattuck between Parker and Carleton, should be a model for the entire Shattuck corridor.

I am writing to urge the immediate construction of high-density multifamily housing on the entire Adeline corridor, particularly on sites surrounding the Ashby BART station. Doing so will allow more people to move to Berkeley, protect existing Berkeley residents from rising rents and displacement, and improve the quality and safety of the neighborhood. I am concerned by the emphasis on preserving historical character, which academic research has shown is a tool of exclusions, and parking, which is environmentally regressive, dangerous, and costly.

While I appreciate the careful work that the city and the planning department are doing in creating this area plan, the scale and severity of the housing crisis in the Bay Area, driven in part by the exclusionary decisions the City of Berkeley has made for 50 years, necessitates drastic and immediate action. Construction should start on apartment buildings on vacant lots or surface parking immediately and rezonings should take place all over city, not just on a handful of streets. While I will likely be priced out of Berkeley before these changes come into effect, my hope is that future generations who come to make a life here will not face the same exclusion from existing residents that my generation has.

Lastly, whatever is deemed 'appropriate' for Ashby BART should be the minimum for what is built at North Berkeley BART, an heavily underused station (<4500 average weekday riders last month!) surrounded by a moat of parking for the wealthy living nearby. Bowing to their opposition to dense, multi-family housing in their neighborhood furthers economic, racial, and environmental injustice.

Sincerely,
Alexander Sahn
--
Alexander Sahn
Travers Department of Political Science, U.C. Berkeley
asahn@berkeley.edu

Shen, Alisa

From: "Charles Siegel" <preserve@preservenet.com>
Sent: Wednesday, August 01, 2018 12:44 PM
To: Shen, Alisa
Cc: preserve@preservenet.com
Subject: DEIR Scoping Comment

I suggest the EIR should study the following impacts of the Adeline Corridor plan:

-- Impact on pedestrian and bicycle traffic crossing the corridor, particularly at Ward St. and at 62nd St/Stanford/Adeline/MLK. The plan has focused on movement within the corridor and has not looked adequately at its effect on movement across the corridor. It is difficult for pedestrians and impossible for bicyclists to cross the corridor at Ward. It is difficult for pedestrians to cross the corridor from 62nd St east of the BART tracks to Stanford/Adeline/MLK west of the BART. The EIR should look at the plan's impacts on pedestrian movement in these two locations.

-- Impact on bicycle traffic continuing on Adeline to Oakland. Currently, Adeline St. is not continuous to Oakland: bicyclists and cars must go from Adeline/MLK in Berkeley to Stanford and then to Adeline in Oakland. The plan will provide bike lanes on Adeline in Berkeley, and there are already bike lanes in Adeline in Oakland and Emeryville. What impact will the plan have on bicyclists who use Adeline to ride between Berkeley and Oakland? It should create continuous, connected bike lanes connecting Berkeley with Oakland and Emeryville.

Thanks,
Charles Siegel

Shen, Alisa

From: margots999@aol.com
Sent: Monday, August 06, 2018 12:53 PM
To: Shen, Alisa
Subject: Adeline corridor

I see new buildings going up everywhere in the Bay Area--all cities. Is there any count of all of them, and how much population they will hold at what income? Is it realistic to demand more housing of Berkeley when housing is going up everywhere in places that can better accommodate it?

Margot Smith
510-486-8010
margots999@aol.com

TAECKER
PLANNING & DESIGN

Alisa Shen, Principal Planner,
Planning and Development Department
1947 Center Street, 2nd Floor
Berkeley, CA 94704

Sent by email to ashen@cityofberkeley.info

Re: EIR Alternatives to Minimize "Population & Housing" Impacts

Dear Alisa,

Please consider the following Housing Design Options for south Adeline, which also address community life and urban design issues. Please consider them for study as Alternatives within the EIR. City Council might want to adopt one of the Housing Design Options and their review as EIR Alternatives would provide environmental clearance for such an amendment.

I have developed these options in consultation with the Adeline Merchants Association, Bike East Bay, non-profit housing developers, and other interested stakeholders. I believe these schematic level options to be technically feasible, as acceptable lane widths, BART setbacks, and other standards have been observed. Design adjustments would be needed, while essential concepts would be maintained.

Two Housing Design Options are presented in this letter for consideration. While not urban design benefits are not considered by the EIR, readers of this letter should note that both options would make this part of Adeline "two-sided" by creating active building frontage along the east side of Adeline, where the BART viaduct's "no-man's land." In my view, doing so would benefit the community enormously.

The State's CEQA "Infill Environmental Checklist Form" (page 13) notes the following "Population & Housing" factor for consideration of potential impacts:

> *c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?*

Most community members and planning professionals acknowledge that Corridor improvements that are a consequence of the Specific Plan will increase gentrification pressures and displace people who now call the area home. In my view, the EIR is obliged to study this potential for displacement and should identify mitigations, such as to promote replacement housing along the Corridor and on new development sites.

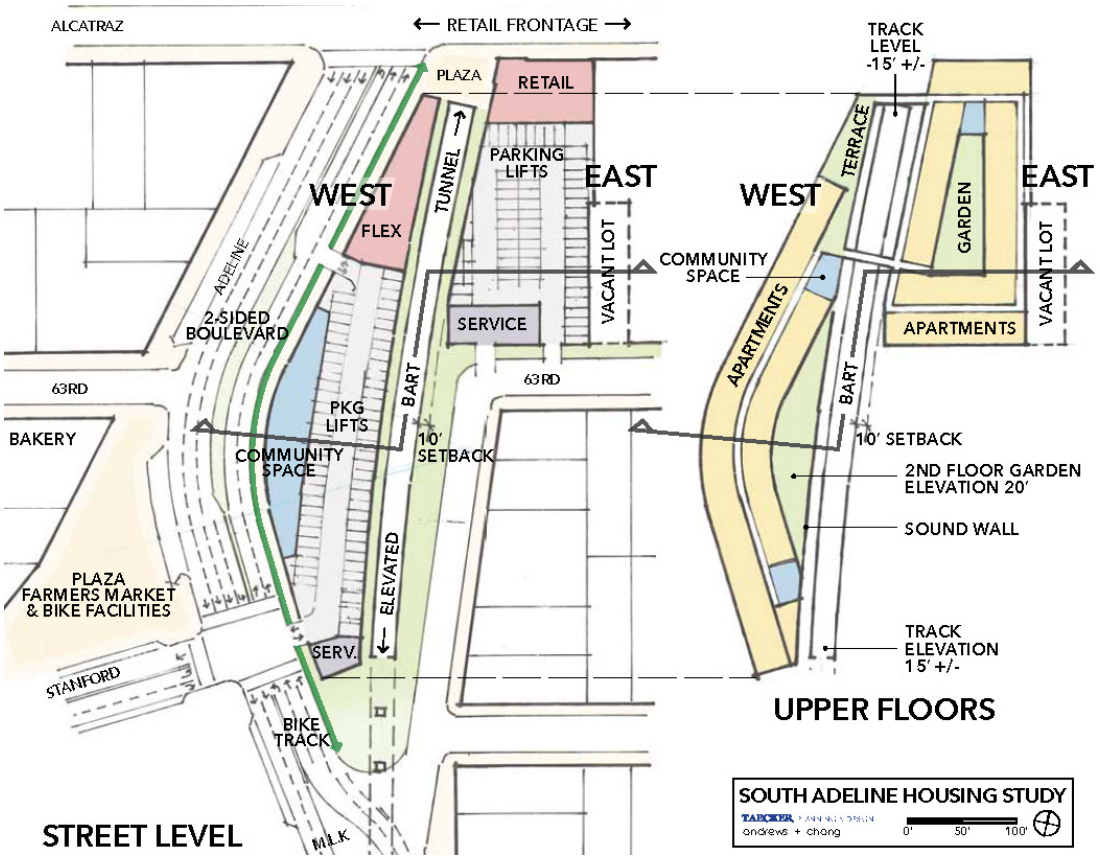
---

cc: Jesse Arreguin, Mayor and other members of Berkeley's City Council; Berkeley's City Clerk; Timothy Burroughs, Planning Director; Jordan Klein, Economic Development Director; Dave Campbell; Bike East Bay Advocacy Director; John Caner, Downtown Berkeley Association; Heather Haxo Phillips, Adeline Merchants Association

Location of Suggested Housing Design Options

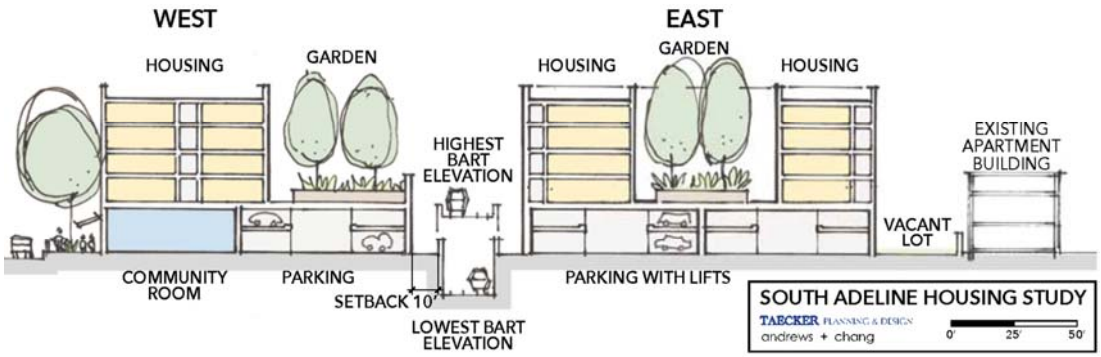
By redirecting traffic, a development opportunity site can be created from the extraordinary wide right of way where Adeline, Stanford and MLK Jr. converge. BART descends into a tunnel in this location with associated setbacks for development. A parking lot east of BART should also be considered as an opportunity site. Using both sites, development can yield over 200 dwelling units that, as a matter of public policy, could be reserved for low-income households .

Housing Design Option that Moves Traffic West
Plan View



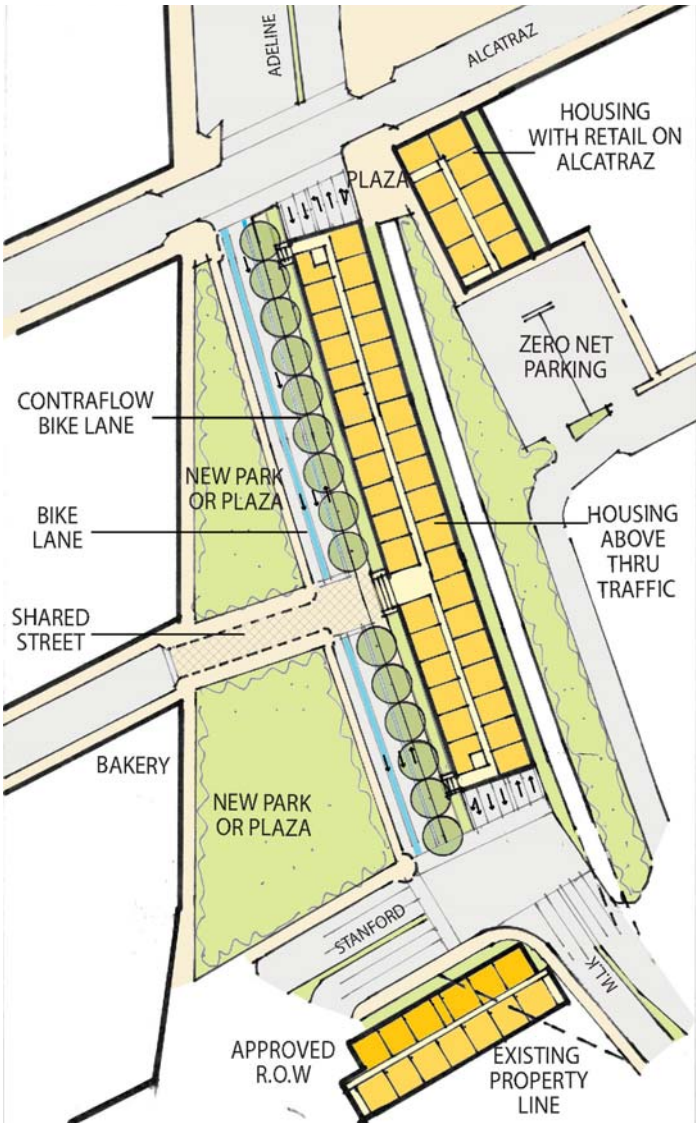
This Housing Design Option moves traffic lanes west to yield a development opportunity site east of Adeline. Development on the parking lot east of BART is also used. (The two project sites might bridge over BART for more dwelling units.)

Cross Section

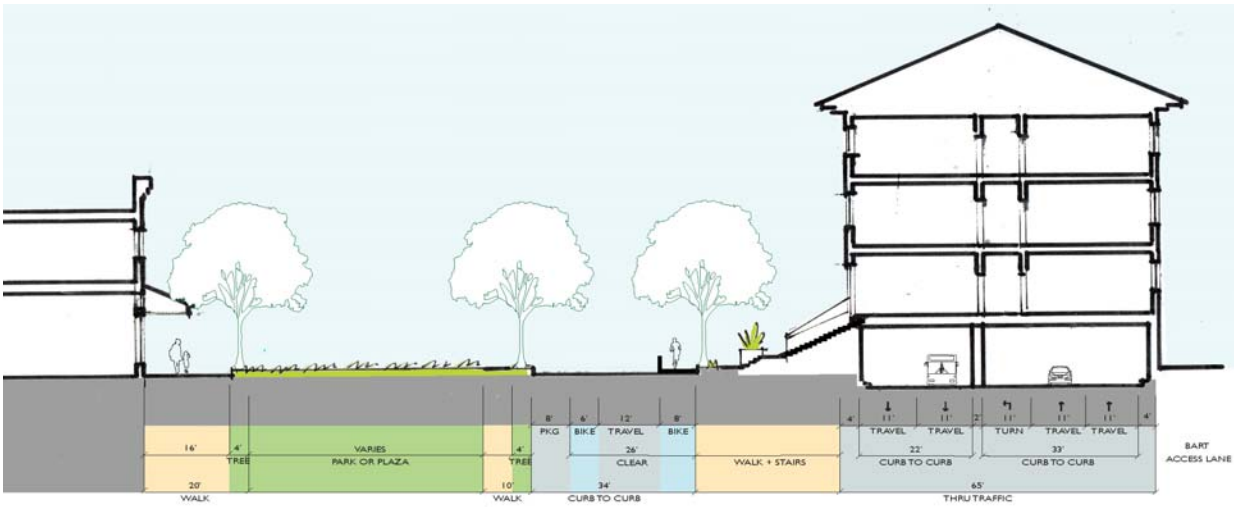


Facing north, this cross section has Adeline just left of a proposed community room, or some other active street-facing use. Four stories of housing are shown. Together with the parking lot site west of BART.

Housing Design Option Built Over Thru Traffic
Plan View



In this Option, housing is built above a concrete underpass that contains traffic thru lanes. The thru lanes can be seen just north and south of the housing, in yellow. An access lane with bike facilities (in both directions) runs just west of the housing and edges a park or plaza. The new housing will frame the park/plaza and make it more active and safe



These Housing Design Options are suggestive only, yet serve to illustrate how the vast and underutilized Adeline-Stanford-MLK intersection can be reconfigured to create new affordable housing opportunities that can receive people who are displaced from other parts of the Corridor. Doing so would offer a tangible way to mitigate "Population and Housing" impacts associated with the Specific Plan.

Thank you for your consideration!

Matthew Taecker AIA AICP
a licensed California architect

Shen, Alisa

From: Betsy Thagard <betsythagard@gmail.com>
Sent: Friday, July 20, 2018 9:18 AM
To: Shen, Alisa
Subject: Comments on Adeline Corridor Draft EIR

Alisa Shen
Principal Planner
Planning and Development Department
1947 Center Street, 2nd Floor
Berkeley, CA 94704

Re: Adeline Corridor Draft EIR

Dear Ms. Shen,

As a neighbor of the Adeline Corridor, I am please to submit these comments on the Draft EIR. Thank you for including them in the EIR documentation.

1) Please analyze the impacts of maximum housing density and heights along the corridor, particularly on or adjacent to the Ashby BART station. At a minimum, the housing density of the BART area should be 150-250 units per acre. Height and density must be great enough to attract developers who will then provide the benefits that the community needs.

2) In addition to high density housing at the Ashby BART station, include significant public space requirements, i.e. a plaza named after Mabel Howard developed as a permanent open space for the Flea Market and Farmers' Market.

3) Develop a plan to end displacement of neighborhood residents that recognizes that new development is a way to harness funds for mitigation of displacement that has occurred due to lack of supply and lack of subsidized affordable housing being built. This plan should include developer requirements and incentives that maximize the number of affordable units built at Ashby BART and along the corridor in general. It should also ensure that when rezoning occurs, there is land-value recapture from any up-zoning that will be committed to community benefits efforts such as tenant support and focused case management of those at-risk of losing their housing.

4) Include in your analysis the recognition that lack of housing and economic development has hurt small locally-owned businesses in the Adeline Alcatraz area - many of which are minority-owned -- and that higher densities will benefit those locally-owned businesses by providing more customers. Address in the EIR city programs that will help avoid business displacement along the corridor as it becomes more attractive.

5) Ensure that the plan includes major multi-modal transportation benefits to the community that will 1. reduce automobile traffic, 2. increase transit use, 3. make streets and sidewalks safer and more pleasant for bicyclists and pedestrians, 4. offer alternatives for those whose mobility is limited, and 5. reduce parking requirements in new developments to the absolute minimum.

6) Finally, I strongly request that the idea of "No Project Alternative" be dropped from the EIR. This neighborhood has suffered from neglect for long enough! The City of Berkeley has no alternative but

to devote significant resources to making the Adeline Corridor a great place to live and to do business for the people who already live there and for people who choose to move into the neighborhood as it becomes a great high-density, transit-oriented urban space.

Thank you for taking these comments into consideration as you develop the Adeline Corridor EIR.

Betsy Thagard

1937 Carleton Street Unit D

Berkeley, CA 94704

Shen, Alisa

From: Chris Yeager <cyeager89@gmail.com>
Sent: Monday, August 06, 2018 2:00 PM
To: Shen, Alisa
Subject: Adeline Cooridor Comment

Hello Ms. Shen, commissioners, and council members,

As a resident of the Adeline Corridor for more than 10 years, I have seen crime, litter, and homelessness run rampant in the neighborhood. I think the entire City and region would benefit from a revitalized corridor.

It is important for the decision makers on this project to consider a few items.

1. Any housing is good housing. I think that any construction should utilize density bonuses by providing affordable housing and I wish that the City Council would APPROVE the projects instead of denying siting fallacious arguments of blocking afternoon sun so a single homeowner who could easily sell their home for $3 million. Talk about catering to the rich...

2. Prioritize public transportation over the car. We do not need more parking spaces for cars. If parking is removed from the Bart Station, people would walk/bike/bus to get to where they need to be. It is also important that density is maximized to utilize such a robust transportation corridor.

3. Public space should be examined and maintained. While I do not frequent the flea market, and I have run into a few unfavorable experiences, it is still an important part of the community. I propose permanently removing the parking lot, creating a public plaza that can be used for other cultural and community events, rather than storage for cars that emit GHGs into the atmosphere. Think community, not GHGs.

Berkeley used to be a progressive City available for all people and it has turned into another whitewashed land made available only to the rich.

Thank you for providing my comments and please add me to any distribution lists related to this subject.

Thank you,

Chris Yeager

COMMENT CARD | Adeline Corridor Specific Plan – EIR Public Scoping Meeting: July 18, 2018

Comments should focus on possible impacts on the physical environment and ways in which potential adverse effects might be minimized.

Name (Please PRINT LEGIBLY): Teresa Clarke

Comments (Use back and additional sheets as necessary):

Maximum housing development needs to be studied on the Ashby BART air rights on the order of 150-250 dwelling units per acre.

Please send your comments no later than August 6, 2018 to: Alisa Shen, City of Berkeley Planning Department
Email: ashen@cityofberkeley.info Mail: 1947 Center Street, Berkeley CA 94704

COMMENT CARD | Adeline Corridor Specific Plan – EIR Public Scoping Meeting: July 18, 2018

Comments should focus on possible impacts on the physical environment and ways in which potential adverse effects might be minimized.

Name (Please PRINT LEGIBLY): Katy Guimond

Comments (Use back and additional sheets as necessary):

My colleagues + neighbors of color have spoken eloquently about the impacts of segregation, resegregation, and displacement in terms of health, cultural resources, and impacts on families that are unable to stay close to each other. I want to amplify their voices + remind you that these impacts are also manifested in the "environment" as it is more traditionally understood. →

Please send your comments no later than August 6, 2018 to: Alisa Shen, City of Berkeley Planning Department
Email: ashen@cityofberkeley.info Mail: 1947 Center Street, Berkeley CA 94704

For example, the displacement of low-income people leads to greater vehicle miles traveled and greenhouse gas emissions - ~~the displacement of low-income people~~ there are still low-income jobs in regional centers, & how far will people have to travel to get to those jobs? If the only truly affordable housing in the expanding Bay region is far from transit, what impact will that have on our greenhouse gas emissions? ~~The~~ The human environment of South Berkeley - diversity, segregation, family & community bonds - matter deeply. I hope you will be innovative & include ~~displacement~~ all aspects of displacement as an environmental impact.

COMMENT CARD | Adeline Corridor Specific Plan – EIR Public Scoping Meeting: July 18, 2018

Comments should focus on possible impacts on the physical environment and ways in which potential adverse effects might be minimized.

Name (Please PRINT LEGIBLY): Maryann Sargent

Comments (Use back and additional sheets as necessary):

I support low parking requirements for private development. I support complete streets in the planning plan area (for pedestrians, bicycles, those w/ limited mobility by encouraging jitneys, etc.). To address the threats of gentrification, a community benefit mitigation is offering outreach to those whose housing is threatened with owner move-in, harassment from landlord for cash for keys, etc. Additionally, any upzoning should require contributions to community benefits to address housing affordability, community health, especially for those whose families are from the community or who have been displaced from the community. I object to the option of "No Project Alternative." We need to move this Specific plan forward and not have this effort blocked by this obstructionist Strategy by those who object to this specific planning process. I support the maximum possible proposed housing units for this analysis.

Please send your comments no later than August 6, 2018 to: Alisa Shen, City of Berkeley Planning Department
Email: ashen@cityofberkeley.info Mail: 1947 Center Street, Berkeley CA 94704

MENT CARD | Adeline Corridor Specific Plan – EIR Public Scoping Meeting: July 18, 2018

Comments should focus on possible impacts on the physical environment and ways in which potential adverse effects might be minimized

Name (Please PRINT LEGIBLY): DAVID SOFFA

Comments (Use back and additional sheets as necessary):

- LONG STAGNATION
- MAXIMIZE ENVIR. IMPACT
- INPUT SADDLES LOCAL GROWTH W/ REVERSING OR AMELIORATING REGIONAL OR STATE TRENDS NET RESULT - MORE STAGNATION
- DEVELOP INCENTIVES! TIME + MONEY

Please send your comments no later than August 6, 2018 to: Alisa Shen, City of Berkeley Planning Department
Email: ashen@cityofberkeley.info Mail: 1947 Center Street, Berkeley CA 94704

COMMENT CARD | Adeline Corridor Specific Plan – EIR Public Scoping Meeting: July 18, 2018

Comments should focus on possible impacts on the physical environment and ways in which potential adverse effects might be minimized.

Name (Please PRINT LEGIBLY): Edward Stires

Comments (Use back and additional sheets as necessary):

- What is the right size of Berkeley.
- Is ~~to~~ bounding another town into Berkeley, resources being what they are, streets eg, going to make Berkeley ~~to~~ a Better ~~to~~ Berkeley

Please send your comments no later than August 6, 2018 to: Alisa Shen, City of Berkeley Planning Department
Email: ashen@cityofberkeley.info Mail: 1947 Center Street, Berkeley CA 94704

COMMENT CARD | Adeline Corridor Specific Plan – EIR Public Scoping Meeting: July 18, 2018

Comments should focus on possible impacts on the physical environment and ways in which potential adverse effects might be minimized

Name (Please PRINT LEGIBLY): Ed Stres

Comments (Use back and additional sheets as necessary): STRESNIX.ESQ@gmail.com

An interesting example of this displacement:
my friends kicked out of there, home behind the AW pottery, in preparation for the building proposed.
and not even built.
Is there a database of those kicked out?

Please send your comments no later than August 6, 2018 to: Alisa Shen, City of Berkeley Planning Department
Email: ashen@cityofberkeley.info Mail: 1947 Center Street, Berkeley CA 94704

...MMENT CARD | Adeline Corridor Specific Plan – EIR Public Scoping Meeting: July 18, 2018

Comments should focus on possible impacts on the physical environment and ways in which potential adverse effects might be minimized

Name (Please PRINT LEGIBLY): Betsy Thagard

Comments (Use back and additional sheets if necessary):

Please analyze the benefits of building housing close to BART. These include reduced VMT and air pollution both locally and globally (in terms of greenhouse gas emissions). Locally, building housing next to a major transit station can be done in a way that reduces local traffic, if it is done with reduced or no additional parking and narrowed streets that are more bicycle and pedestrian friendly.

Please send your comments no later than August 6, 2018 to: Alisa Shen, City of Berkeley Planning Department
Email: ashen@cityofberkeley.info Mail: 1947 Center Street, Berkeley CA 94704

In The Matter Of:

BERKELEY CITY COUNCIL

MEETING

ADELINE CORRIDOR

July 18, 2018

CLARK REPORTING & VIDEO CONFERENCING

2140 SHATTUCK AVE. STE. 405

BERKELEY, CA 94704

510.486.0700

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BERKELEY PLANNING COMMISSION

PUBLIC MEETING

JULY 18, 2018

IN RE: ITEM NO. 9

ADELINE CORRIDOR SPECIFIC PLAN UPDATE and
DRAFT EIR SCOPING SESSION

TRANSCRIPT OF PROCEEDINGS

CLARK REPORTING & VIDEO CONFERENCING

2140 SHATTUCK AVENUE STE. 407

BERKELEY, CA 94704

510.486.0700

BY JESSICA STONE

P R O C E E D I N G S

MS. SCHILDT: Moving on to Item No. 9, which is the Adeline Corridor specific plan update and draft EIR scoping session. Does staff want to take a minute to explain the comment cards and the process of how we're going to run this item?

MS. SHEN: Sure. So if you want to come up and speak, we need you to put your name down. We need to record your name for the EIR. And so these cards are in the back. There's room for you to make a comment, but really the most important thing is if you just put your name. So when you come up to speak, the cards are in the back. Just, you know, write your name on it and drop it here on the table, and that way we'll have your name recorded.

There are some larger sheets of 8 1/2 by 11 comment cards. If you don't want to speak, but you want to put your comments down in writing, please do that. You can send them to us; you can drop them off. There's also contact info for the project manager so you could send her an email. There are many ways to provide comments, and Alyssa Shen will be talking about that.

MS. SCHILDT: And can you explain why you want people to write their names down? Is that to put it

into the actual EIR or the record?

MS. SHEN: So relating to -- since we are taking public comment on the environmental issues that will be included in the EIR, so that's why it's good to just have a clear name printed in terms of who's speaking.

MS. SCHILDT: Okay. Thank you. Then we can move on to staff presentation.

MS. SHEN: Are you all right if I present while I sit, so I can manipulate the computer? Otherwise, I'm happy to stand over there.

MS. SCHILDT: That's fine.

MS. SHEN: Okay. And everyone can hear me okay? All right.

So my name is Alyssa Shen, and I manage the Adeline Corridor Specific Plan for the City of Berkeley Planning Department. I also have Abe Leider with me who's sitting in the front who is a Principal with Rincon. They're part of our consulting team leading the environmental review for this Specific Plan Project.

So tonight what I'm going to do is I'm going to provide a brief overview of where we are in the planning process, followed by the focus of tonight's agenda item, which is to take public comment about potential environmental impacts that should be studied as part of the environmental impact report.

So, just as background, this planning process can be traced back to 2007 when the City Council designated six priority development areas, or PDAs, in the City. It was part of an effort to make these areas eligible for state affordable housing and integral development and planning, funding. And so you can see these areas that are in the purple and they are labeled on the map.

The six PDAs on the map can generally be characterized as major transportation corridors with higher density commercial mixed-use development, and they're also called out in the general plan as areas where future growth should be focused because of their characteristics as transportation corridors.

Since then, some long range plans have been prepared for the downtown area and the south side, Telegraph area. And in 2014, the City applied for and was awarded grant funding to create a specific plan for the South Shattuck and the Adeline Corridor PDAs.

You can see a closeup in the map that's on the screen of the two PDAs, the South Shattuck and the Adeline PDAs that make up the planned area for this specific plan. Our process, our community planning process, started in 2015. And the purpose of this planning process is to produce a plan, document, that outlines a community

vision and strategies and improvements to achieve that long term vision. So the document that's produced will be an important roadmap for decision makers and the community as future funding and policy decisions are made, and it will also put the City in a better position to pursue grants and other funding sources for the recommended projects.

So if we take a look at this time line here, you can see at this stage we're wrapping up collecting input that we need to be able to begin the third phase of work, which is to develop a draft plan and prepare the draft EIR or environmental impact report. We've gotten a great deal of community input, most recently during our open houses that were in person and online in March and June, and a series of smaller stakeholder meetings that we conducted over the last several months.

There will be multiple opportunities -- today is our first opportunity to collect comments about the potential environmental impacts that should be studied, but after today there will be multiple opportunities to comment on the draft plan and the draft EIR, once those are written and published for the public to review. So you can see later in the process, in early 2019 for the draft EIR plan and draft EIR and then in Spring 2019 for the final plan and final EIR.

In addition, the Mayor and Council Member Bartlett and BART Director Lativa Simon are hosting a special community meeting to hear directly from the community to talk more about the long term vision for the Ashby BART station area, and that community meeting is on August 2nd. There were some fliers on the back table, but we'll also be emailing that information and the flier from the Mayors and the council members' offices if you didn't -- if we ran out of fliers back there, if you didn't get a chance to grab one. It will be at Longfellow Middle School on August 2nd from 6:30 to 9:00.

So over the next few months we have a lot of work, the planning staff and the consultant team, ahead of us to develop the draft EIR plan. And the plan will be based on the community input that we've received about the draft EIR guiding principles that we've shared, as well as the concepts that we've shared in the five major areas of focus that people have identified. And I'll get to that on the next slide.

But we'll also be analyzing existing adopted plans, policies, and laws at the federal, state, regional and city levels. For example, the city level, there are many plans and other laws that relate to this plan in terms of the city's general plan, the city's

zoning, other transportation plans. We'll also be looking, as I said, at state and federal laws.

We'll be analyzing best practices and examples from other jurisdictions that pertain to the plan, as well as doing further technical analysis of the potential options that we'll be looking at. And with that we'll be developing a draft EIR plan. And here's generally an outline of the anticipated chapters of the plan that reflect the areas that we've been talking about on an ongoing basis at the community meetings that we've been having. So you see housing, economic opportunity, land use and character, public space, transportation, and implementation.

Sorry. So implementation -- in addition to those five areas, we'll have an implementation chapter, and the implementation chapter will compile all of the recommendations, identify a time frame, responsible parties, and include a menu of possible funding options to the extent that we know of them today. But as we know, a lot of laws and funding opportunities, you know, are constantly in flux and constantly changing. So we'll make that assessment to the best of our abilities in terms of what's available now, as of the writing of the plan.

So in terms of what the EIR, the environmental

impact report will analyze, it will analyze environmental impacts of the plan through the horizon year which is 2040. It will look at all the visions, policies, and programs in the plan. It will also analyze the proposed capital improvements. For example, we've been talking a lot about potential concepts to change the roadway design, new public facilities, new public space. It will also look at zoning standards and guidelines such as building height, density, and use, to be able to achieve specific plan goals. And it will also include a projected estimate of potential development that could happen on vacant and under-utilized land by 2040.

And so what is this estimate? While the city can't control or predict when private property will actually develop, in order to evaluate the environmental consequences of implementation of this specific plan, particularly as it relates to, for example, traffic generation, air quality, greenhouse gases, we make reasonable assumptions about the amount of development that could occur and the distribution of development through 2040 that's consistent with specific plan goals.

So the type of EIR we'll be preparing is called a programmed EIR, and that's an environmental impact report that addresses large scale, long term projects

like our proposed Adeline plan, and it analyzes the impacts of the proposed plan that have a physical effect on the environment.

And it is also intended to streamline future environmental review of individual projects that, you know, are proposed in the future that are consistent with a specific plan. And I just want to underline that there are no specific development projects that are being proposed as part of the plan.

So in terms of the environmental -- what the environmental review looks at, it looks at lots of different environmental topics, as you see on the slide in front of you. So everything from -- I won't name them all, but you can see air quality, transportation, land use, and planning. There's about 14 different categories that we'll be looking at in the EIR.

So the summary of the EIR analysis is that the EIR will analyze environmental impacts of the project, which is the specific plan. It seeks to identify mitigation measures to avoid or minimize impacts that would be potentially significant, and will also analyze alternatives to the project that may be environmentally superior to the proposed project, while also achieving project objectives.

So, with that, I'm going turn it back to the Chair for the focus of tonight's meeting, which is to receive public comment on issues that the EIR should address, potential alternatives and feasible mitigation measures. And as Imay mentioned you can also -- you can speak tonight, you can turn in cards tonight, or you can send comments to me through August 6th. And my contact information is on the comment cards as well as on the slide right now.

MS. SCHILDT: Thank you. So we're just going to -- Planning Commission meeting, Commissioners will have a chance to ask questions of staff. But unless there's any burning questions, because this is meant to be a public meeting to gather public input, I'd like to turn it over to public comment, and then afterwards, if Commissioners have comments that they want to add as well, then we'll go down the line and provide their comments.

So first a show of hands. Who here wants to make oral comments tonight or was planning on speaking, to get a sense? Okay. So we'll have three minutes per speaker to give public comment, and there's a microphone here. If you're part of an organization, we can extend that. And if you're speaking for several people here, rather than each of you coming up, we can give several

minutes for an organization to speak. As we mentioned, there are comment cards in the back and if you speak, they just ask that you put your name down so they make sure that they capture who provided comment tonight. You can also write your comments down and submit them at the table there. Did I get that right?

CLERK: Uh-huh. So one other thing is just, I think what we should do is receive all the public comment. Alyssa will be taking notes and then she can respond afterwards. We want to make sure -- we want to ensure that we get public comment at tonight's meeting because it's being recorded and it's going to be put into the EIR document. So our first priority is getting your comments. Alyssa, if there's time after, then maybe the Chair will figure out how Alyssa will respond with their questions.

MS. SCHILDT: Okay. That sounds good. Okay, so please, if you can line up at the microphone or get near the mic so we can have public comment. And people can line up so we can move fairly quickly, so we have enough time for everyone. So thank you. Go ahead.

MR. SILVA: My name is David Silva. I've lived on Otis Street for -- since 1974. I can't get into the math. But I've watched the area and its growth or lack of growth, and what -- at this point what really

impresses me the most is that this whole area, in terms of housing, is very stagnant. There hasn't been any new housing for 30 or 40 years, or there's been tiny little things.

Basically what has happened, in my view, is that the things that are rounded, the forces, market forces or whatever, have continued to evolve and develop and our area, south Berkeley has stagnated. It's sat there. It's out of touch. There's a tremendous, tremendous need for housing, and there's no place in south Berkeley for that. And we need to -- instead of looking at an EIR that mitigates environmental impact, we need an EIR that will maximize environmental impact and jump start the housing in this area.

Right now we have a process that invites a lot of local comment. Local comment, in my experience, saddles this possible growth with the mitigation of what are statewide, regional wide trends of justification are, and that we really don't have any control over, and we certainly can't address with projects that aren't being built. There haven't been any built projects, so they can't do anything. And what happens when projects such as the AW pottery site come up for review, they get sandbagged with all these -- they're not bad items, but they basically kill the project.

And so my urging is to develop incentives that will create housing growth. And that comes down to time and money. Well, time is obvious because that's what the City actually can do something about, the permit process -- I mean, the EIR is a perfect example of a permit process that sandbags a project. So I think that in terms of housing we need something that will accelerate that growth, that will maximize the environmental impact and start to make a difference in this area.

CLERK: Can we take your card?

MR. SILVA: Yes.

CLERK: So we have your name. Thank you.

MS. ROSENKRANTZ: First, my name is Louise Rosenkrantz, and I want to thank you for having this meeting in south Berkeley. It is really nice to have a meeting that addresses south Berkeley in south Berkeley, so thank you very much for doing that.

But tonight I am asking as part of the environmental impact report that the Planning Commission ask the planning staff to address the effect city policies and zoning are once again having on a major institution in our community. I was glad to see that list of what it might effect, and that is our public schools.

In 1968, the Berkeley community took a remarkable step to address environmental impacts on its schools. Because of redlining, income inequality, and a policy of neighborhood schools, Berkeley's elementary and middle schools were racially segregated. In a move that energized and galvanized the Berkeley community, a voluntary desegregation busing and zoning plan was developed that brought all of Berkeley's K through 8th grade students the possibility of integrated schools.

There was, however, one major inequality in that plan that was immediately identified. Children living below Grove Street, now known as Martin Luther King, who were predominately minority students, were bused during their younger years to the wealthier, whiter schools while the hills kids did not travel out of their neighborhood until 4th grade.

As the plan played out, it highlighted an additional educational disadvantage to all students, the frequency of school transitions, [} K-3, 4 6, 7 9, 10 12, kids didn't have a chance to form those communities. So seeking a quality integrated public school system remained a priority for Berkeley community. So a lot of thought, energy and passion was put into designing a new plan.

At the time, I was teaching at the

neighborhood school my children attended, McCodd School, now known as Sylvia Mendez School. When the new plan was adopted, I was asked by the district to transfer to Malcolm X School, previously known as Lincoln School, as a lead teacher in their reconfiguration program. These were exciting times.

The community worked diligently to develop schools throughout Berkeley where all children would be welcomed and well educated. Again, the community affirmed its goal of quality integrated education. And, for most of my 30 years as a BUSD employee, I can pretty much count on teaching and working with a diverse and engaged group of students and families.

Yesterday I checked in with Malcolm X staff and learned that of the 63 incoming kindergarten students who have completed registration for next year's kindergarten class, there are three boys who identify as African American and one girl who identifies as African American. Yes, there are biracial students, Asian students, Middle Eastern students, European American students, and Latino students. But in this historically black neighborhood at Malcolm X school, there are currently four out of 63 students identified as African American who are ready to start kindergarten.

This reflects a negative environmental impact

of great proportion. Something must be done proactively to end displacement of African Americans from our community. This must be a mandate to the Adeline Corridor Plan as it moves forward. It is up to you, the Planning Commission, to demand Environmental Impact Planning from the City Planning staff that addresses the issue of displacement. Our community refuses to move backwards.

MS. SCHILDT: Thank you. Just a reminder, you have three minutes, and when that buzzer goes off, please wrap up your comments. But thank you. And please submit those comments in writing. Next.

MS. THAGARD: Hi. I'm Betsy Thagard and I've lived in Berkeley more or less since 1986. I'm a homeowner here in this neighborhood and I've raised my family here and I love Berkeley a lot. But the most sad thing to me right now is that my children can't afford to live here. They can't afford to come back and live in the town in which they were raised.

And so I strongly believe that we need more housing to be built. And I ask particularly that the EIR look at building more housing on the Ashby Bart station line. Let's turn half of that into a great public plaza, name it for Mabel Howard and have a place for the flea market and the farmers market to be

permanently housed. And then let's turn the other half into affordable housing so that young people and families and our elders and low income people and people from the neighborhood can afford to stay here and live here and be part of the Berkeley that we all love, the diverse Berkeley that's attracted all of us.

So I ask that the EIR please study maximizing housing at the Bart station while leaving a significant, really significant public place to be named for Mabel Howard and to house the existing uses of the flea market and the farmers market.

And I ask that as an environmental analysis that the impact of that on transportation of building dense housing next to a major transportation or on top of a major transportation be considered, because that would reduce vehicles miles traveled; it will reduce air pollution both locally and globally in terms of greenhouse gas initiatives. So I ask that all of those things also be considered in the EIR. Thank you.

MR. MOORE: Good evening, Planning Commission. My name's Edward Moore. I live in West Berkeley and I've been in Berkeley for going on 50 years now. I haven't practiced law for eight years, so I'm not up to speed on some things, but I'm not -- I'm surprised about what's going on here tonight, the reason being is that I

don't see a project to submit to the environmental impact review. The public may not know what a programmed EIR is, but what the environmental impact report is going to do, it's a programmed EIR and it's not going to be redone for the next -- until about 2040 or beyond.

And typically there's a preferred alternative, and there is no alternative. You're talking -- you're still -- after four years and hundreds and thousands of dollars in funding, you're still talking about what you want to see in a plan, in a project. And you don't have a project. According to the presentation tonight, you're going to develop the project at the same time you're going to be doing the environmental impact report. Well, that's not the way it's supposed to work. You're supposed to have a specific project that you're going to analyze and you can't analyze something that doesn't exist.

So, I mean, I can understand why some creative thinkers in the planning community -- this is a very efficient way of administering public loss, but it kind of defeats the purpose doing it the way you're doing it. You do not have a description of the project, and until you can describe what the specific project that's being proposed is, the public can't come up with what it thinks might benefit from the environmental impact

analysis.

Now, I know that you're going to change the zoning and the density and the housing and the transportation and all. These are required elements both in the plan that you're going to eventually draft EIR, and it's required to be studied in the environmental impact report. So there's nothing, nothing unique about any of that. You don't have a plan. And until you have a proposed plan, a specific plan, something specific, until you have that, you can't do an environmental impact report. It's premature. So I'm hoping you'll come up with a plan and have a scoping session when you've got one. Thank you.

UNIDENTIFIED FEMALE SPEAKER: Hi there. I'd like to speak about a past EIR and that's the South Berkeley Area Plan EIR that was conducted years ago along with a series of promises made by the City and commitments made to the City to the south Berkeley community that have never been fulfilled. And one of those is open space.

So when -- this was a six-year process that started in 1984. The zoning, the meetings, everything ended around 1991. And at the time, the City said "We're going to commit you to being a neighborhood and community commercial district," not just an admin commercial

district, but a community. So we don't look like Solano, but we have the opportunity to vision our own version of small community spaces that serve our community, not people in North Berkeley, but people who live in this area and, you know, businesses people can afford and can use.

Over the years, the City has repealed the prohibition against auto repair. That was made specifically as an implementation of this plan, with no community input. This whole process was started with no community input back in 2006.

So what I'd like to really urge you to do is to look at the South Berkeley Area Plan which is very similar to the plan that we are working on now. We could have saved a quarter of a million dollars perhaps by looking at, you know, affordable housing and open space, particularly.

And one of the things I really want to point out real quickly is that the zoning currently, South Berkeley zoning, the CSA district, is the only district commercially that has a residential lot coverage return. And I believe the planning department has forgotten what that was for, and that was to ensure that the increased density would be a little bit more open space. And, surely, that may not be viable or feasible for

development, but there's a transparent and democratic way to deal with that, which is to bring that process back to the Planning Commission and have that area plan which is still considered active amended.

So I would like to see some respect to the process. And I also think that a lot of people don't understand the difference between a problematic EIR and a project EIR, and I believe that's really important because we never see this plan, and we're going to see infill development exceptions for each project. And this is a very broad, broad category of the EIR.

So my plea to you is to really look at the humane holistic plan that doesn't just look at housing, which we dearly need, especially affordable housing, but also a community that exists, that needs that open space, and new residents who need open space as well. So thank you very much.

MS. SCHILDT: Have folks been handing the speaker cards to you?

MS. SHEN: Uh-huh.

MS. SCHILDT: Okay. Great. Just as a reminder to fill out a speaker card with your name, so we have it.

MR. LEE: My name is Paul Lee. I grew up in South Berkeley and North Oakland. And I lost my glasses

earlier in the week, so the only way I could get here was my friend, Willie. He had to guide me. I can't read the presentation and I can't see any of your faces clearly. Who's chairing the meeting, please?

MS. SCHILDT: Hi, Paul. It's Chris.

MR. LEE: Oh, hi, Chris. I wasn't sure. I'm not sure if what I have to say is relevant, so, Chris, would you please cut me off if it's not?

The reason I wanted to speak is when I understood that this was a meeting about environmental impact, something was brought to my attention in counseling last. week. My mother has Alzheimer's, and I've been to counseling to deal with the stress. And when I was talking to my therapist, he was asking me about how I was feeling. And to my astonishment, he says, "You know, I think you're going through what all of my non-white patients are going through." And I said, "What's that?" And he said, "Every one to a man and a woman, without exception, is feeling what are called micro aggressions," because, as he put, "Every time they walk out of their apartment or home, they see the environment being changed around them without their input or their consent."

You can call it gentrification, colonization, or development. The environment of the community that

used to be majority non-white is being changed without people's input or consent. And he said that one of his patients said it's like waking up one morning and you open your eyes and all your furniture is gone and someone else is there and they've knocked down walls and made other changes, and painted the outside of the house, and pretty soon you get a note you're being asked to leave.

And he said the people who didn't grow up in this environment might not be able to understand it, but he said it's having deleterious, psychological and emotional impacts. And he said that he believes that the depression that I'm experiencing and all of his non-white patients are experiencing, is, in part, due to what's happening.

This is a human environmental impact. And I don't know if this is making sense, but I've been wondering why I always feel burdened and why I feel this sense of disorientation. When your community is being changed around you, you lose a sense of familiarity, a sense of communities being lost, because so many of the people that you grew up with are gone or are leaving, and, most fundamentally, a sense of security.

There's also a deep seated resentment and outrage that many of us feel because we didn't choose to

live in south Berkeley. There was defacto segregation. We couldn't live in North Berkeley. One of the older residents who I'm interviewing for an exhibition that I'm doing on the history of south Berkeley says South Berkeley is where people who weren't welcome elsewhere ended up. And who decided this? It was an exercise of white power on the part of the developers and the government. And now people are being moved out by the same agencies.

And so when you talk about environmental impacts, you're looking at one. If you look at my face and my body, you'll probably see the stress. And I think I'm doing better than many of us because I'm in counseling. So I don't know if this is something that's out of the frame of what you're dealing with, but I'm telling you the very human impacts -- I don't know if in whatever planning is being done that can be taken into consideration, but I beg you to please consider it.

MS. MUND: Hi. I'm Katie Mund, and I was a resident of south Berkeley until I was displaced a few months ago. And I'm still active with Friends of Adeline. And I just want to amplify the voices of some folks folks we've already heard, from a slightly different angle, just to purely make sure that you hear it, you know. As Mr. Lee had just spoken to the health impacts

and the psychic impacts and the spiritual impacts of this.

And I hope that Eva Gruen will make it -- I don't see her here, but I've heard her speak eloquently to the strain on families as children can't stay in Berkeley, adult children, as they move out of their parents' house and have to move out to Pittsburg, Antioch, Sacramento, etc. I don't want to speak for her, but I do want to mark that, you know, just what the impact that this has broadly in terms of impact on families, impacts on health, but also to remind -- my training is as a geographer from Berkeley, and all of this manifests into the physical environment.

And so there have been great studies, which I unfortunately don't have at my fingertips, but there have been great studies showing that as low-income people are displaced away from transit, that there are greater vehicle miles traveled, that the climate impacts are huge. And as we hear all about smart growth, smart development, etc, etc., etc., equity and displacement has to be part of that conversation for it to actually be effective and actually address climate impacts.

If we displace -- the displacement of low-income people doesn't mean that the low-income jobs go away, obviously. There is still a need for those

people to commute into the city centers. And so what happens? You get more and more vehicle miles traveled, especially into areas that are more affordable, because they have less transit.

So, obviously, this is a regional issue, but every city is being asked to address these regional issues and really take a good look at their part in this. And so I would really hope that you will listen to the histories of segregation and resegregation that are happening, and the health impacts, and the impacts on families, and the human impacts that are felt in the environment. But, you know, just on top of all that are the extreme -- are the environmental impacts, the more literal biophysical and climate impacts that also come along with that. So I just wanted to mark that. Thank you.

MS. CLARK: Hi. My name is Theresa Clark, and I've lived in Berkeley for over 35 years, just a few blocks from here. And when the BART was developed years ago, it left a scar on the neighborhood. And since that time, no economic development or housing development of any significance has occurred within a half mile of the BART station, which is a real shame.

One of the reasons, or one of the successes, was Mabel Howard, I think, spearheading getting the BART undergrounded. And that happened, but then nothing else

happened after that. We were left with this big hole in our neighborhood and nothing has been done in terms of development.

And so my hope is, what I would like to see the EIR address, is a maximum housing development on the BART station that is their rights that we own as Berkeley citizens are maximized housing development. Now, I have been developing housing in Berkeley since 1992. I developed housing for the land trust, the Northern California Land Trust, developed ten projects here in Berkeley, then I worked at Affordable Housing Associates and developed many projects there, and worked on the Harbor Crossing Housing. And that's only 42 units. And it's actually too small because it was conceived probably twenty-plus years ago. And when it was preconceived, it did not increase the density, which we should have, but there was a hesitancy on the part of the developer, Satellite Housing, which then merged with Affordable Housing Associates to increase the density there. And we should have. We could have built at least 55 units there and not had anymore significant impact.

And that type of density where you see Harbor Crossing, that's probably 150 units to the acre or more. So I really think we need to look at the densities we have

and understand we could probably get a minimum 150 units to the acre in a very livable design with open space, preserve the flea market and the farmers market spaces, or expand them, and still have a lot of housing.

And I really think that's super important for the EIR scoping, is we really need to get them -- really study the maximum that we think we can get here, so then when projects do come in they can be approved easily and we don't have to go through huge machinations about density bonuses, that, hey, this is the density here. That area around the BART was down-zoned after the BART went in, after this happened, and it just stagnated our neighborhood in terms of housing development. We really need to make sure we get the maximum housing on this EIR scoping. So that's my main comment. Thank you.

MR. TURITZ: Good evening. My name is Gene Turitz. I live a few blocks from here and I'm part of the Friends of Adeline.

During the past 25 years, development policies of the City of Berkeley have been destructive of the environments in south Berkeley, including the neighborhoods along the Adeline Corridor.

Much of the rest of Berkeley Community has found some benefits from these policies, primarily in the way that the price of homes and housing has

increased. Landlords and other property owners have seen the value of what they own go up dramatically. Those with low or limited incomes, these increases have led to an instability to keep and maintain their property. People have not been able to keep up with the cost of rehabilitation and maintenance. The new construction of homes and apartments has almost entirely been for those with substantial incomes. Little has been built for most of the people who have lived in and worked in our community.

This situation, these development policies, has led to the destruction of the environment that was created by and is important to the residents, particularly of south Berkeley, and was integral to what Berkeley meant to those who lived throughout the city. The environment of Berkeley was of a multi-ethnic community. It was a city where, out of a substantial African American population, came leaders in the state and in the nation around the issues of fair housing and opposition to the Vietnam War.

We were a city where sending children to multi-racial and multi-class schools was integral to who we are. Berkeley was a city where the arts that came from different cultures and economic groups had value. The reconstruction of south Berkeley, the new

development at the Adeline Corridor, must not be allowed to further deteriorate the environment that has been central to what our city is.

African American and other communities of color must be enabled to continue to live in South Berkeley. People who have lost their ability to live here must be enabled to return and once again be part of this community. The health, physical, as well as culture of people in south Berkeley, as well as throughout Berkeley, needs to be reinvigorated, but be allowed to be constructed here.

We need an environmental impact review that asks the question regarding the effects of each particular development on the environment of our community. Does this project enhance or lessen the ability of those who live or work in the community to be able to continue to live here? Does this project enable people who have been forced from our community by early development to return, or will it increase the destruction of the lives and families that are here now? Does this project enable the multi-ethnic, multi-class society that has been desired by residents of Berkeley, or will it further segregate our schools, our neighborhoods, our social and political institution? Does this project enhance a community that is inclusive,

empowering and respectful of the diversity of the people of south Berkeley, or will it serve to benefit those who wish to profit at our expense and to disenfranchise and exploit our community? Thank you.

MS. SCHILDT: Next speaker.

MR. PHILLIPS: Good evening. I just got back from three meetings and I'm holding myself to be here, actually. But I wanted to actually introduce myself. My name is Willie Phillips. I'm a long-term member -- some people say they've been a member for 20 years, 30 years. I've been here for 63 years, to be exact. So I've seen a lot of changes, and some of it is human consequences.

Now I'd like to talk to you about something that people get a little weary of, mainly because we live in Berkeley, and certainly we're supposed to be ahead of the current when it comes down to cultural diversity. But I was reminded of that. I was actually downtown Berkeley and I was at a cultural institution actually, Freight & Salvage, and it had a sign on it that indicated, "Black Lives Matter."

But I look around me and it becomes quite clear that perhaps black lives doesn't matter, because I see the participation at many of these planning meetings, and I see many of the different council meetings, the meetings that actually count, that does

not represent people of color. And I wonder why.

I happen to be on the board. I happen to be on RCDs. Some of you may know of that organization. I just got back from that meeting, by the way, and essentially that organization does affordable housing and has a history that's been around for 30 years. It was founded by Linda Maio. Some of you may know her because she's been on the council for quite a while, if I must say so.

But I was reminded of the fact that there are built-in icons and symbols, and even a representative across the street, if you get a chance to look at the mural that's been done by Edith Bloom, you get a chance to look at the history and see the history in terms of red lining. I don't know if any of you know what red lining is. Red lining was actually the intentional between institutional racism that basically provided people the mortgages to pay their houses, actually. The very fact is that also it was a covet that exists below -- or above Martin Luther King, actually. That's the history that needs to be recognized here.

But I'd also like to be able to recognize another question here that was brought up by a fellow speaker, actually, Mr. Lee. The human consequences that occur when you make policies that deny people the

participation and the issue that reflects the very fact that it effects people, the very fact that one of the particular issues around environmental issues is the impact of a particular -- basically animals that are actually at risk. Well, we are animals by the way, at the highest order or perhaps not at the highest order.

I really challenge you as a commission to reflect the very fact that who is at risk here? Who's at risk? African Americans constitute over 20 percent of the population, so I'm going to say now basically we can say 8 percent, might even be able to say 5 percent. What does that tell you about particular ongoing policies?

If you are really doing the research, look and see what they have done around displacement. If you really want to question the values of Berkeley, look around and see what other people have done with Berkeley. I emphasize that again. Thank you very much for your time.

MR. LAU: Good evening, Commissioners and staff. John Lau. I'm a resident of south Berkeley. I've been involved in most of the workshops around the Adeline Corridor effort, both the City ones and quite a few of the early Friends of Adeline sections. I don't have a perfect attendance record, but I've done the best

that I could.

And what I've heard at those meetings, as anyone who has attended any of them has as well -- excuse me -- is a lot of identification of community need -- let me get some water. Sorry. So a lot about community needs, from affordable housing to street improvements and safety improvements. And I think no one would argue that those things aren't -- don't exist and need to be addressed. But what strikes me is this is an opportunity to help address those things which we apparently do not have the resources to address now or else we would be.

So I think this is an opportunity to bring resources to the table. And they need to be met with new resources because these are things that are currently unaddressed. And so certainly we'll be asking a lot of development projects in the plan area in terms of public benefits, as we absolutely should, public -- in the form of affordable housing, funds for a community stabilization program, improvements, whatever the goodies that we come up with.

But with regard to what the topic is tonight, I think the way we do that is there needs to be enough development potential in the plan, and that's the only engine that will help bring those resources to the table

so we can address those long list of community needs that we've gone through. And so height and bulk is really the way we do that.

That's why I'm urging you tonight to ensure that -- and it doesn't even have to be the preferred alternative, but somewhere in the CEQA analysis we need to be looking at sufficient height and bulk controls that would allow -- would bring the new resources to the table that I think we all want to see.

The BART station, in particular, is a once in a lifetime opportunity, if not once in a two generation opportunity, along those lines. But please ensure that the height and bulk you consider for that site is sufficient to create a positive influence on the neighborhood and also bring network resources to the table, or else really what we've done for these past few years and a long time before that is really been for not. Otherwise, these have just been community sessions to talk about past grievances and community need, but we will not have delivered anything in terms of tools to address those.

So I share my confusion on some speakers that we see more detail in terms of the program tonight. I thought by the scoping session we would, but I guess that's yet to come. Without seeing any specifics around

height and bulk, I can't give anymore direct feedback, but I urge you to keep that in mind. Thank you very much for your time.

MR. WILKINSON: Hello. My name is Tony Wilkinson. Why do we -- people of little color, like myself, find it hard to accept that racism and white supremacy are a devastating force that shapes our environment? Why does white privilege blind us? When I don't see it and I don't feel it, then it must not be there. That is the fundamental nature of white privilege. If we don't experience it, it's not part and it's not considered part of our environment. With people of color living in an environment of racism and white supremacy, there are immediate and long term health consequences, both physical and psychological and life striving impacts. Racism kills.

Historically, south Berkeley is a predominately working class community of color with a significant African American population. The resources for a healthy environment have been inequally experienced based on race and class in Berkeley. In spite of this, South Berkeley has been a sanctuary community for those of us unwelcome in other parts of the city. Diverse and cohesive and supportive, it is a beloved community. My family moved in down the street 38 years ago. It was a

different neighborhood then.

Gentrification, which I acknowledge and have been a part of, has been a driving force in South Berkeley for some time dramatically accelerated by the launching of the Adeline Corridor Plan, resulting in a more active displacement of African American families in the last few years. The resegregation we're experiencing in south Berkeley is nothing short of a human and environmental disaster, and not to be addressed by any environmental impact plan associated with the Adeline Corridor.

When any family that lives in a supportive community is forced to leave by forces beyond their control is a wicked thing. When a community is removed and cast out, particularly a community of color, it is a crime. This is a call to action, and you are in the position to do the right thing. Thank you.

UNIDENTIFIED SPEAKER: I've lived in Berkeley for more than 50 years. My entire life I've not been able to identify myself under the Brown Act. I am going to try to comment very clearly, because I do not have enough time to speak. But this meeting is a sham, in my opinion. The restrictive policies of the City of Berkeley have basically disenfranchised the citizens for quite some time. The arbitrary and capricious decisions

made by staff who work at the City of Berkeley headed by Kennedy Buros also disenfranchise the citizens.

I'm aware of the fact that my word's being recorded; I'm recording my words myself. I do not think the public understands what is going on. The fraud and conspiracy to commit fraud in this process is quite clear to me. I'm not going to talk about identity politics, but I will state very clearly that it's a fact that the white supremacy in Berkeley is maintained by people of color against people of color -- for example, the Berkeley Rent Stabilization Board and Berkeley Public Library.

We now live in a city where black people try to kill other people of color and poor people as well. That's how Berkeley operates. It's disgusting. There's been no due process in this situation at all. The targeted community, which are African American people, as one speaker clearly identified earlier, are not being protected. They are a protected class of people. I believe there should be a class action lawsuit about this, including injunctive relief. And the machination of Berkeley is not going to help us, even though Linda Rose Maio will be retiring from the city council. There's been no adequate addressing of seismic safety or fire safety.

So even the white supremacists who want to develop this part of Berkeley have not taken into consideration that their advanced directives which are being broadly influenced in this programmic EIR, which has nothing to do with project, has not taken into account seismic safety or fire safety. So that's automatically something which can be addressed easily by the courts.

This whole process, as I said is a sham. I'm not prepared to speak to this because I didn't hear about this meeting until tonight. The structural racism in Berkeley which are implementing these restrictive policies in this process are basically are, in my opinion, utterly, utterly sickening.

To speak in my own regard, I've lived in Berkeley my entire life. I was part of the desegregation program, and I was bused to a school that no longer exists called Tilden. And I did not know until this age that while the mothers in my neighborhood were very, very happy their children were being bused to Tilden, I did not know that there were mothers in the Berkeley hills who wanted to burn my school bus down, including a woman who took over my church, which is called St. Marks Episcopal Church. I did not know that I would be destroyed in my own city by white supremacists who hated

me since the day I was born. I did not know that until the age of 50-plus. That's now my age.

And if I could not be cut off, I'll say again, back to the Berkeley Rent Stabilization Board. The Berkeley Rent Stabilization Board is a private cartel that is a current landlord cartel, because now the business in Berkeley is to build market rate luxury housing for rich, racist white people. That's all that they're interested in doing.

MS. SCHILDT: Thank you.

UNIDENTIFIED SPEAKER: And I'm going to say one more thing, back to the Rent Stabilization Board. They have people of color there who destroy other people. And that is how Berkeley's policy of racism is implemented. It's nothing new; it's how Berkeley operates. They have people of color who destroy other people, and that's not the way it's supposed to be. No one is better than anybody else, and we are not supposed to be living in a city that practices white supremacy and tries to have an environmental impact report for a program with no project involved. That's total fraud. And the fact of the matter is that Berkeley was founded on restrictive covenants. And when people have those restrictive covenants, they did not have environmental impact reports, those horrible policies; they just did

them. This process is a sham.

MR. WALLER: Good evening, Commissioners, Peter Waller, and I've lived in the neighborhood 25-plus years, raised a couple kids here. I wasn't really planning to speak, but I'm just listening and the way -- I have a question/request for the Commission particularly, around the subject of displacement. And everyone, I think, who has lived in this neighborhood for a long time, cares about that. I go, as another gentleman did -- I'm the face of gentrification in this neighborhood. Nothing has been built on my street, but it's completely changed in character in the 24 years I've been there.

So some guidance about what an EIR can do is just one piece of the puzzle, some framework for how we can maybe find common ground on this, because it's clearly going to be a debate about whether new development is a pro or con when it comes to displacement and people will frame that in different ways and it's complex. It's not a simple thing.

And so I'm interested in what the Commission knows, and the staff, about what is the state of the art out there, the EIR involved -- with the EIR policy? How is that tool something that we can deal with that issue in a really productive way? So I just put that question out. I will say, I am a supporter generally of housing, but I also

care about all these other issues. Thank you.

MR. STRAS: Hello. My name is Nicholas Stras, and I've lived here most of my life. I propose a question. What is the right size for Berkeley? How big should our town be? Should it be smaller? Should it be the same size? Should it be larger? How many people should it have? The answer to this question is in the context and the fact that there is commodification for our very right to live in our homes. I'll just make a point that profits, there are winners and losers. There are people who own and people who don't own. And the people who don't own are at mercy of this commodification. And some people get offered a lot of money for their houses, and some of them sell out and move somewhere else, and some of them pass it on to their children, some children remain, some children don't, and maybe they do something wrong with the money. But the. renters are kind of well protected by the rent board, and some kind of regulation about being kicked out.

And building another town in Berkeley, which is what building up the Ashby BART station would amount to, resources being what they are and streets, for example, is that going to make Berkeley a better place? That's something to consider.

Another thing is, why are we talking about -- I know this is, you know, the Adeline Corridor, but why is

there no talk about building a great little city in the North Berkeley station? There is plenty of real estate there. And you don't hear about that too much, I don't think. Everybody wants to build here. And I live really close, and I just say, please don't bury us, those of us that live near the Ashby BART station in a little micro city, that's supposed to take care of this commodification. Especially -- well that's one plea. Berkeley is a developed genius because it was a place for people to -- you didn't have to spend all your time making your rent.

Just one other thing. If we do build in Ashby BART, if we did build and turn that whole section into a little city, all the units should be less than a thousand dollars a month. Build more affordable rent -- it's so complicated. It should be less than a thousand dollars a month, and that way people might be able to get enough money so that black people and white people can live in the town that we call home, because our home is at risk in this commodification. Thank you very much.

MS. SCHILDT: Anymore questions?

MS. SMITH: Good evening. My name is Rita Smith. I'm a member of the Adeline Corridor neighborhood. I've been in this neck of the woods since `49. I came here as a minor. I received my education

here. I've raised my family here. They can't live here. They can't afford to live here.

But I've been on this merry-go-round with this Adeline Corridor development for 3 or 4 years now. And my way of thinking, I'm not a carpenter, but before you build a house, you need to have a good foundation. And the EIR, you need to take great consideration of that before you go into this to set up the corridor development. Friends of Adeline spent time going through the neighborhood, collecting information on what the residents that live here are wanting to see in this neighborhood, not people from Oakland and elsewhere. And this and the displaced people will come and see thus and that in this Adeline Corridor.

But I feel that those of us that have lived here, held this together, and doing the red and black line, could not live above Grove or Martin Luther King, and we were placed down in this little neck of the woods, this little corner. But now all of a sudden it's valuable, and people want to move here and build thus and such. I beg of you to look into this plan that those of us who live here put together and decide what we want to see here, rather than other folk come in.

And gentrification is violent. It's down by three percent of African Americans, and I'm one of them

that still live here. And it's shaky for me living here. Take this into consideration, that we all have contributed to this community, and we have a right to be here.

MS. SCHILDT: Is that the end of the public comments? Any other public comments? Okay. Thank you everybody.

Alyssa, do you want to respond to some of the questions now?

MS. SHEN: Well, the focus of this meeting is really for us to listen to what the comments are. If there are specific questions, you know, we are going to embark on writing the plan and starting the environmental analysis, but if there are questions that are clarification questions that the Commissioners have after listening to the comments, then I'd like to go from there.

MS. SCHILDT: Okay. I heard a couple questions -- real quickly, a couple of the questions that I heard from the audience that I would love to hear your response to, one was one of the earlier comments, I forget who mentioned it, about this planning issue of starting an EIR process before we have a draft EIR plan.

And for me that raises the question of you talked about how there will be a draft EIR plan released and

an opportunity for input to shape it. In order to create the EIR there's a couple of alternatives you will need to develop beforehand. But how do you integrate managing the process if, in the public process with the draft EIR plan, there are changes made to that plan? How will that be incorporated into the EIR alternatives and what the EIR studies?

MS. SHEN: So it's pretty typical to issue a draft EIR plan and a draft EIR concurrently. What we have right now, based on the feedback that we have from the many community meetings, stakeholder meetings that we've done, is comments on a set of guiding principles as well as comments on the concepts, land use, roadway concepts, you know, draft EIR, zoning, framework, so we have that as a basis to be able to develop the ultimate details about, for example, build-out.

As I mentioned before, we're not totally done on collecting input about what projects -- what likely build-out will be since the mayor and council member and Bart director are having a special community meeting on August 2nd to talk about the vision for the Ashby BART station area specifically. But at this point, you know, despite that, you know, we feel that people are still able to be able to comment generally on the environmental topics, because there will be some increment of development. And

from the feedback that we hear, you know from tonight and today, well as in August, we'll be able to come up with some scenarios that offer some options, that meet what people are looking for.

MS. SCHUELER: My comment is based on the written description that we got in our packet where you noted that 44 percent of the affected property in the plan was actually called the right of way, and as the -- particularly the unused parcels are covered over the pervious structures and the land mass that currently is our green space and open space of the yard area, that that 44 percent that we actually all own together are common space be addressed as an environmental (inaudible) so we don't lose environmental space.

MS. SHEN: Okay. We have that noted. Thank you.

MS. SCHILDT: Any other comments? Steve?

MR. MARTINOT: Yeah. You said at the beginning that we're looking at this draft EIR to relate to the physical environment. It occurred to me, listening to comments here, that there's no such thing. So I would like to ask you a question about how you relate this issue of physical environment to the subject matters that have been raised.

The reason why I say that there is no

such thing as physical environment is that you have to ask, environment of what? And that is an environment in an urban area that includes people. And if it includes people, then it has to include the issues that have been raised here about displacement and the erosion of certain communities, et cetera, But also the. outlying question of environment for what?

And, therefore, there is a purpose for looking at the environment that can't be looked at simply as physical because, after all, an urban situation is only a situation of people. Therefore, the environment that we -- or that an EIR might exhibit would have to include health, education, welfare, et cetera. So this is a question that I want to propose that, you know, like we have to take into consideration if we're going to look at even a draft EIR, making it more, like discernible.

MS. SCHILDT: Is that a question?

MR. MARTINOT: Yeah.

MS. SCHILDT: Okay. Do you understand the question?

MS. SHEN: Not exactly. Sorry. I heard the statement, but I wasn't hearing a question.

MR. MARTINOT: Given -- how do you relate your restriction of your concept of environment to what has been said and what I've just said?

MS. SHEN: So I think -- and I'll just say one thing really quickly. I think that a lot of the issues that were raised today, you know, will be -- especially related to displacement, we know it's a top concern of the community, and that will be addressed as something that we look at when we're rating the plan.

In terms of the difference that you point out for the EIR and CEQA, in terms of the California Environmental Quality Act, it's true that there may be some aspects, you know, of the analysis in the EIR that does not fully address what you're talking about. But I have to say that we have heard loud and clear, you know, what the key concerns of the community are, and we will be looking at policies and strategies to address the needs of the people that are most vulnerable to displacement, and focusing on frameworks that -- you know, looking for how we can focus the benefits of future growth and development in a way that we direct it back to the community to benefit people that are here in terms of, like, zoning frameworks, for example.

Do you want to say anything about the EIR, about the CEQA aspect of it?

MR. LEIDER: Thank you. Good evening, Madam Chair. My name is Abe Leider. I'm with Rincon Consultants and I'm helping your staff, or my firm is, in

developing the EIR.

Actually, Ms. Chen said pretty much everything I would say. State legislature, in writing CEQA, has given us a little bit of a box to work within as far as physical impacts, and the CEQA guidelines tell us that socioeconomic impacts are not in that box. So there's a way -- there's a chance that they should be addressed through policy, through planning, but there's a little bit of limitation on what the City can do as far as what the EIR looks at beyond physical impacts.

MR. KAPLA: There's a physical change in the environment that can have human or environmental impacts, so human health is something we have to look at and micro-aggression being in there. You need to look at the impact of that in the community and local resources. There are all things, environmental justice, that need to be assessed in the EIR. It's not something we check off and leave out, or we're going to have tons of issues in our EIR plans. So I wouldn't want to see this demarcation in the plan not assessing these issues and the EIR saying these aren't important aspects, equity, diversity, keeping the community together.

We need to look at that, because that's part of the plan, not part of our environmental impact report. You have to look at the effects of a human environment,

of physical changes it triggers, physical change, whether it's getting rid of a house, rezoning a house. Anything of physical change can have a human health effect. So I'm concerned about this. And you're absolutely right that it is supposed to be part of the EIR.

MS. SCHILDT: Anything more that you want to say about that?

MS. SHEN: No. I appreciate the comment. I mean, I think that I just wanted to emphasize that this is something that we realize in writing the plan that we are going to address.

MS. SCHILDT: Thank you.

MR. VINCENT: I have one question. Can we include the audience into our discussion here, because I saw that Paul had his hand up.

MS. SCHILDT: Yes, I see a couple of people have hands up. Unfortunately, we do have another agenda item tonight, and so I do want to respect people's time in that way. I would say that if there's questions that folks have, maybe, Alyssa, will you be around afterwards --

MS. SHEN: Yeah.

MS. SCHILDT: -- to be able to address? And also you can submit written comments to the City. But at this point, we did finish our public comment, and I apologize

to everyone who wants to speak again. Thank you. Ben?

MR. FONG: I just have a comment more than a question. When I think of the environmental impact, I really think about the effect of cars on the environment, and kind of pollution, noise pollution and greenhouse gas pollution. So rather what I would like to see when we develop this plan is really focus on the people eccentric environments. I think people are leaning more towards kind of how can we walk places, how can we bike places? Cars aren't really used quite as much, and I think having a place like Ashby BART is vital to public transit. It makes more sense to have that for the framework.

So I would like to see something like a plaza that is completely pedestrian, you know, something almost like Europe has, right? Obviously, it's a grand vision but I think people really enjoy having spaces where -- you know, how can we make a place at the center of the community? It could be the African American community, any community that we have in Berkeley. (Inaudible.) So cars and where green space would be. I just see that as kind of a grand vision, in my opinion, of how we can make that a great place as well. And a lot of people are concerned about the flea market, you know, like this would be really a great opportunity for us to make a real pedestrian friendly place.

MS. SCHILDT: Okay. Steve, one more comment?

MR. MARTINOT: We are told that the EIR has to be in harmony with the laws that are established here. My question, then, would be to what extent can Berkeley be more harmless in the establishments of its own EIR and, if not, does that mean that if they wanted to be, would it have to take an act of city council, or would we have to amend the charter, because if we have communities that demand certain standards for their own preservation and stability, how can we meet that demand of beyond what's permitted by the law that establishes CEQA?

MS. SHEN: Yeah. I don't know the answer to that right off the bat, but that's something that I can look into and talk to the -- oh, well.

MR. KAPLA: Interpretation here, but I think that fits the confusion as to where we are with the plan. And the EIR is not the plan. The EIR is the evaluation of the impacts of the plan, and I am concerned that we're going to have a problem if we don't state the project description. And if we don't have a project description now, that needs to be nailed down at some point, because it can't alter that much between the draft EIR plan and response to comments and then the final plan. If that changes a lot we're going to have to go back to square one. We have a really ambitious time schedule here. I've never seen

something go from a draft EIR to a final EIR in six months; I thought it takes seven to ten years for the scoping -- granted they're projects, but the scope being aside here, we're going pretty fast.

But the answer is the plan can be whatever we want. The plan is about what we want to have happen. The EIR only has to look at specific areas, but it can look at more areas. So we can decide to have whatever we want. In terms of what the City will certify in the end is whether it meets CEQA qualifications. It can go above and beyond that, but it would be hard pressed to reject the EIR, as it doesn't meet above the ground qualifications that we set up, whether it's our own subjective standards or charter plans or something else. But the process of the state level is by the state law.

And so what we're asking here is that we want things in CEQA that may not require whether it's in the plan or even within the EIR, we want the EIR to look at those areas and tell us what the major impacts are, and we consider them. We're asking not to do the minimum and say you have to look at this in the EIR. I think that's fair and clear. what everyone is saying in the community.

So that's what would want to put it in, is you may have narrowed it down to areas you don't have to address. There are areas everyone in this room should be concerned

about and talk about. We may not have to address them in specific CEQA terms, but they should be in the EIR as as considerations or in the project objectives.

We're going to have to look at them. We're A little concerned putting the cart before the horse here, and I think that we're edging off parts of the EIR and the plan. There has to be due process, and that includes all fairness. As you can see, displacement is huge.

MS. SCHILDT: Thank you. Margo?

MS. SCHUELER: I just want to add that housing impacts aren't specifically in CEQA. So how robust that section of the analysis is, is (inaudible.)

MS. SCHILDT: Thank you. And I just want to weigh in and add in support of the comments that were made tonight concerning around displacement, the health effects, the cultural resources effect, which is another element in the EIR, the greenhouse gases effects, the population and housing effect. And I think that people are to give the school segregation issue -- at least I thought was one that I would be curious to see it under the -- EIR house study, and those sorts of aspects can be incorporated.

I also want to point out that looking at displacement within project and programmed EIR is something that is of growing importance in many cities around the Bay

Area, and how they're doing it in San Francisco. So I suggest maybe there be some more conversations offline where they can give you some pointers. I know for the coliseum project area, that that was something that was looked at, that there is a number of places around the Bay Area, and that Berkeley should go above and beyond what other cities have done, that we should be setting the gold standard for how displacement is analyzed in these program planning areas.

And finally one of my concerns is I know that the plan will look at physical changes in the environment. I also want to note and would hope that the EIR could address the very fact of doing a planning process has been well studied and documented in the Bay Area, these specific area plans of creating environmental and human impacts in terms of signaling to investors, to real estate, to particular communities that this a neighborhood to invest in to come to all of that. And us being four years into this plan is something that was identified by the EPA ten years ago means that that signal has been out there for a while, and I would think that the very process of doing a corridor plan such as this would be something that would be looked at in terms of what are the displacement impacts of the plan and mitigations that would be necessary to address it.

UNIDENTIFIED SPEAKER: What's a PDA?

MS. SCHILDT: Sorry. Priority development area.

UNIDENTIFIED SPEAKER: And what does that mean?

MS. SCHILDT: A priority development area is a area that the City designated as a part of the regional planning process. It's why this area qualifies for getting the grant that they did from the regional planning agency at the time, to do this plan, is because it's something that was designated as a high road common area.

Actually, that reminds me, I have one other question, Alyssa. You did talk about PDAs in the beginning of your presentation. There's a lot of good information in your presentation. How is that presentation going to be accessible to the public? How can we all look at it after tonight?

MS. SHEN: I'm going to upload this to the project website, but also --

UNIDENTIFIED SPEAKER: We'll put it in the packet, on the Planning Commission website.

MS. SCHILDT: Okay. Thank you. Any other comments from the Commission?

MR. VINCENT: I have a question. What is the time line? Did you go over kind of the time line to the next steps on this, or are you going to close with that?

MS. SHEN: Oh, I did in the beginning. I can go back to that slide. So basically what we're shooting for is to have a draft EIR plan and draft EIR sometime probably early next year. I said end of this year, early next year, but --

MS. SCHILDT: Roughly when might the Commission see it?

MS. SHEN: Well, we can define that. It's not required to -- basically we have to define what the statement is to -- we don't have a hearing to present, but I can come back to the Planning Commission to just talk about that, but there isn't, you know, right now a requirement for that kind of hearing. But I'm happy to come back.

MR. KAPLA: It would be helpful if kicked off A 45-day comment period to have a hearing, so people know they have 45 days to put in comments.

MS. SHEN: Yeah. What we also planned was do community meetings to be able to go over what's in the plan and what's in the EIR, because planning commission meetings aren't necessarily the venue where everyone is comfortable commenting.

MS. SCHILDT: Yeah, that would be helpful, so that we can have more of a workshop format where there can be more dialogue. I think that would be very

helpful. So thank you.

Okay. Then no more comments from the Commission. I think we will move on from this item. Thank you very much to everyone who came tonight, and you can fill out comments in the back as well as submit comments to Alyssa Shen by August 6th. Thank you.

Appendix B

Special-status Species in the Vicinity of the Plan Area

Local, state, and federal agencies regulate special-status species and require an assessment of their presence or potential presence to be conducted on-site prior to the approval of any proposed development on a property. Assessments for the potential occurrence of special-status species are based upon known ranges, habitat preferences for the species, species occurrence records from the CNDDB species occurrence records from other sites in the vicinity of the Plan Area, and previous reports for the Plan Area. The potential for each special status species to occur in the Plan Area was evaluated according to the following criteria:

- **No Potential.** Habitat on and adjacent to the site is clearly unsuitable for the species requirements (foraging, breeding, cover, substrate, elevation, hydrology, plant community, site history, disturbance regime).
- **Low Potential.** Few of the habitat components meeting the species requirements are present, and/or the majority of habitat on and adjacent to the site is unsuitable or of very poor quality. The species is not likely to be found on the site.
- **Moderate Potential.** Some of the habitat components meeting the species requirements are present, and/or only some of the habitat on or adjacent to the site is unsuitable. The species has a moderate probability of being found on the site.
- **High Potential.** All of the habitat components meeting the species requirements are present and/or most of the habitat on or adjacent to the site is highly suitable. The species has a high probability of being found on the site.
- **Present.** Species is observed on the site or has been recorded (e.g., CNDDB, other reports) on the site recently (within the last 5 years).

Table B-1 Special Status Animal Species Known to Occur or with Potential to Occur in the Vicinity of the Plan Area

Scientific Name Common Name	Status Fed/State Global Rank/ State Rank CDFW	Habitat Requirements	Potential to Occur in Plan Area	Habitat Suitability/Observations
Invertebrates				
Callophrys mossii bayensis San Bruno elfin butterfly	FE/__ G4T1/S1	Coastal, mountainous areas with grassy ground cover, mainly in the vicinity of San Bruno Mountain, San Mateo County. Colonies are located on steep, north-facing slopes within the fog belt. Larval host plant is *Sedum spathulifolium*.	No potential	No suitable habitat present within the Plan Area. Species not expected to be present in a fully developed urban area.
Euphydryas editha bayensis Bay checkerspot butterfly	FT/__ G5T1/S1	Restricted to native grasslands on outcrops of serpentine soil in the vicinity of San Francisco Bay. *Plantago erecta* is the primary host plant; *Castilleja densiflorus* & *C. exserta* are the secondary host plants.	No potential	No suitable habitat present within the Plan Area. Species not expected to be present in a fully developed urban area.
Plebejus icarioides missionensis Mission blue butterfly	FE/__ G5T1/S1	Inhabits grasslands of the San Francisco Peninsula. Three larval host plants: *Lupinus albifrons, L. variicolor*, and *L. formosus*, of which *L. albifrons* is favored.	No potential	No suitable habitat present within the Plan Area. Species not expected to be present in a fully developed urban area.

Scientific Name Common Name	Status Fed/State Global Rank/ State Rank CDFW	Habitat Requirements	Potential to Occur in Plan Area	Habitat Suitability/Observations
Speyeria callippe callippe callippe silverspot butterfly	FE/__ G5T1/S1	Restricted to the northern coastal scrub of the San Francisco Peninsula. Hostplant is *Viola pedunculata*. Most adults found on E-facing slopes; males congregate on hilltops in search of females.	No potential	No suitable habitat present within the Plan Area. Species not expected to be present in a fully developed urban area.
Amphibians				
Ambystoma californiense California tiger salamander	FT/ST G2G3/S2S3 WL	Central Valley DPS federally listed as threatened. Santa Barbara and Sonoma counties DPS federally listed as endangered. Need underground refuges, especially ground squirrel burrows, and vernal pools or other seasonal water sources for breeding.	No potential	No suitable habitat near vernal pools or seasonal water sources present within the Plan Area. Species not expected to be present in a fully developed urban area.
Dicamptodon ensatus California giant salamander	__/__ G3/S2S3 SSC	Known from wet coastal forests near streams and seeps from Mendocino County south to Monterey County, and east to Napa County. Aquatic larvae found in cold, clear streams, occasionally in lakes and ponds. Adults known from wet forests under rocks and logs near streams and lakes.	No potential	No suitable habitat (i.e., wet coastal forests) present within the Plan Area. Species not expected to be present in a fully developed urban area.
Rana boylii foothill yellow-legged frog	__/SC G3/S3 SSC	Partly-shaded, shallow streams and riffles with a rocky substrate in a variety of habitats. Needs at least some cobble-sized substrate for egg-laying. Needs at least 15 weeks to attain metamorphosis.	No potential	No suitable stream habitat present within the Plan Area. Species not expected to be present in a fully developed urban area.
Rana draytonii California red-legged frog	FT/__ G2G3/S2S3 SSC	Lowlands and foothills in or near permanent sources of deep water with dense, shrubby or emergent riparian vegetation. Requires 11-20 weeks of permanent water for larval development. Must have access to estivation habitat.	No potential	No suitable habitat near permanent sources of water present within the Plan Area. Species not expected to be present in a fully developed urban area.
Taricha torosa Coast Range newt	__/__ G4/S4 SSC	Coastal drainages from Mendocino County to San Diego County. Lives in terrestrial habitats & will migrate over 1 km to breed in ponds, reservoirs & slow-moving streams.	No potential	No suitable habitat (i.e coastal drainages) present within the Plan Area. Species not expected to be present in a fully developed urban area.

Scientific Name Common Name	Status Fed/State Global Rank/ State Rank CDFW	Habitat Requirements	Potential to Occur in Plan Area	Habitat Suitability/Observations
Reptiles				
Anniella pulchra northern California legless lizard	__/__ G3/S3 SSC	Sandy or loose loamy soils under sparse vegetation. Soil moisture is essential. They prefer soils with a high moisture content.	No potential	No suitable habitat (i.e., sandy or loose loamy soils) present within the Plan Area. Species not expected to be present in a fully developed urban area.
Emys marmorata western pond turtle	__/__ G3G4/S3 SSC	A thoroughly aquatic turtle of ponds, marshes, rivers, streams and irrigation ditches, usually with aquatic vegetation, below 6000 ft elevation. Needs basking sites and suitable (sandy banks or grassy open fields) upland habitat up to 0.5 km from water for egg-laying.	No potential	No suitable aquatic habitat present within the Plan Area. Species not expected to be present in a fully developed urban area.
Masticophis lateralis euryxanthus Alameda whipsnake	FT/ST G4T2/S2	Typically found in chaparral and scrub habitats but will also use adjacent grassland, oak savanna and woodland habitats. Mostly south-facing slopes and ravines, with rock outcrops, deep crevices or abundant rodent burrows, where shrubs form a vegetative mosaic with oak trees and grasses.	No potential	No suitable chaparral or scrub habitats present within the Plan Area. Species not expected to be present in a fully developed urban area.
Phrynosoma blainvillii coast horned lizard	__/__ G3G4/S3S4 SSC	Frequents a wide variety of habitats, most common in lowlands along sandy washes with scattered low bushes. Open areas for sunning, bushes for cover, patches of loose soil for burial, and abundant supply of ants and other insects.	No potential	No suitable sandy washes or habitat present within the Plan Area. Species not expected to be present in a fully developed urban area.
Thamnophis sirtalis tetrataenia San Francisco gartersnake	FE/SE G5T2Q/S2 FP	Vicinity of freshwater marshes, ponds and slow-moving streams in San Mateo County and extreme northern Santa Cruz County. Prefers dense cover and water depths of at least one foot. Upland areas near water are also very important.	No potential	No suitable aquatic habitat present within the Plan Area. Species not expected to be present in a fully developed urban area.
Birds				
Ammodramus savannarum grasshopper sparrow	__/__ G5/S3 SSC	Dense grasslands on rolling hills, lowland plains, in valleys and on hillsides on lower mountain slopes. Favors native grasslands with a mix of grasses, forbs and scattered shrubs. Loosely colonial when nesting.	No potential	No suitable nesting habitat present within the Plan Area. Species not expected to be present in a fully developed urban area.

Scientific Name Common Name	Status Fed/State Global Rank/ State Rank CDFW	Habitat Requirements	Potential to Occur in Plan Area	Habitat Suitability/Observations
Anser albifrons elgasi tule greater white-fronted goose	__/__ G5T2/S2S3 SSC	Frequent marshes dominated by tules and bulrushes and cattails. Forage in wetlands and agricultural fields such as rice fields.	No potential	No suitable habitat present within the Plan Area. Species not expected to be present in a fully developed urban area.
Aquila chrysaetos golden eagle	__/__ G5/S3 FP, WL	Rolling foothills, mountain areas, sage-juniper flats, and desert. Cliff-walled canyons provide nesting habitat in most parts of range; also, large trees in open areas.	No potential	No suitable habitat present within the Plan Area. Species not expected to be present in a fully developed urban area.
Asio flammeus short-eared owl	__/__ G5/S3 SSC	Found in swamp lands, both fresh and salt; lowland meadows; irrigated alfalfa fields. Tule patches/tall grass needed for nesting/daytime seclusion. Nests on dry ground in depression concealed in vegetation.	No potential	No suitable habitat present within the Plan Area. Species not expected to be present in a fully developed urban area.
Asio otus long-eared owl	__/__ G5/S3? SSC	Riparian bottomlands grown to tall willows and cottonwoods; also, belts of live oak paralleling stream courses. Require adjacent open land, productive of mice and the presence of old nests of crows, hawks, or magpies for breeding.	No potential	No suitable habitat present within the Plan Area. Species not expected to be present in a fully developed urban area.
Athene cunicularia burrowing owl	__/__ G4/S3 SSC	Open, dry annual or perennial grasslands, deserts, and scrublands characterized by low-growing vegetation. Subterranean nester, dependent upon burrowing mammals, most notably, the California ground squirrel.	No potential	No suitable habitat present within the Plan Area. Species not expected to be present in a fully developed urban area.
Buteo swainsoni Swainson's hawk	__/ST G5/S3	Breeds in grasslands with scattered trees, juniper-sage flats, riparian areas, savannahs, & agricultural or ranch lands with groves or lines of trees. Requires adjacent suitable foraging areas such as grasslands, or alfalfa or grain fields supporting rodent populations.	No potential	No suitable habitat present within the Plan Area. Species not expected to be present in a fully developed urban area.
Chaetura vauxi Vaux's swift	__/__ G5/S2S3 SSC	Redwood, Douglas-fir, & other coniferous forests. Nests in large hollow trees & snags. Often nests in flocks. Forages over most terrains and habitats but shows a preference for foraging over rivers and lakes.	No potential	No suitable habitat present within the Plan Area. Species not expected to be present in a fully developed urban area.

Scientific Name Common Name	Status Fed/State Global Rank/ State Rank CDFW	Habitat Requirements	Potential to Occur in Plan Area	Habitat Suitability/Observations
Charadrius alexandrinus nivosus western snowy plover	FT/__ G3T3/S2S3 SSC	Sandy beaches, salt pond levees & shores of large alkali lakes. Needs sandy, gravelly or friable soils for nesting.	No potential	No suitable habitat present within the Plan Area. Species not expected to be present in a fully developed urban area.
Circus cyaneus northern harrier	__/__ G5/S3 SSC	Coastal salt & freshwater marsh. Nest and forage in grasslands, from salt grass in desert sink to mountain cienagas. Nests on ground in shrubby vegetation, usually at marsh edge; nest built of a large mound of sticks in wet areas.	No potential	No suitable habitat present within the Plan Area. Species not expected to be present in a fully developed urban area.
Coturnicops noveboracensis yellow rail	__/__ G4/S1S2 SSC	Summer resident in eastern Sierra Nevada in Mono County. Freshwater marshlands.	No potential	No suitable habitat present within the Plan Area. Species not expected to be present in a fully developed urban area.
Elanus leucurus white-tailed kite	__/__ G5/S3S4 FP	Rolling foothills and valley margins with scattered oaks & river bottomlands or marshes next to deciduous woodland. Open grasslands, meadows, or marshes for foraging close to isolated, dense-topped trees for nesting and perching.	No potential	No suitable habitat present within the Plan Area. Species not expected to be present in a fully developed urban area.
Empidonax traillii willow flycatcher	__/SE G5/S1S2	Inhabits extensive thickets of low, dense willows on edge of wet meadows, ponds, or backwaters; 2000-8000 ft elevation. Requires dense willow thickets for nesting/roosting. Low, exposed branches are used for singing posts/hunting perches.	No potential	No suitable habitat present within the Plan Area. Species not expected to be present in a fully developed urban area.
Falco peregrinus anatum American peregrine falcon	DL/DL G4T4/S3S4 FP	Near wetlands, lakes, rivers, or other water; on cliffs, banks, dunes, mounds; also, human-made structures. Nest consists of a scrape or a depression or ledge in an open site.	No potential	No suitable habitat present within the Plan Area. Species not expected to be present in a fully developed urban area.
Geothlypis trichas sinuosa saltmarsh common yellowthroat	__/__ G5T3/S3 SSC	Resident of the San Francisco Bay region, in fresh and salt water marshes. Requires thick, continuous cover down to water surface for foraging; tall grasses, tule patches, willows for nesting.	No potential	No suitable habitat present within the Plan Area. Species not expected to be present in a fully developed urban area.

Scientific Name Common Name	Status Fed/State Global Rank/ State Rank CDFW	Habitat Requirements	Potential to Occur in Plan Area	Habitat Suitability/Observations
Haliaeetus leucocephalus bald eagle	DL/SE G5/S3 FP	Ocean shore, lake margins, and rivers for both nesting and wintering. Most nests within 1 mile of water. Nests in large, old-growth, or dominant live tree with open branches, especially ponderosa pine. Roosts communally in winter.	No potential	No suitable habitat present within the Plan Area. Species not expected to be present in a fully developed urban area.
Lanius ludovicianus loggerhead shrike	__/__ G4/S4 SSC	Broken woodlands, savannah, pinyon-juniper, Joshua tree, and riparian woodlands, desert oases, scrub & washes. Prefers open country for hunting, with perches for scanning, and fairly dense shrubs and brush for nesting.	No potential	No suitable habitat present within the Plan Area. Species not expected to be present in a fully developed urban area.
Laterallus jamaicensis coturniculus California black rail	__/ST G3G4T1/S1 FP	Inhabits freshwater marshes, wet meadows and shallow margins of saltwater marshes bordering larger bays. Needs water depths of about 1 inch that do not fluctuate during the year and dense vegetation for nesting habitat.	No potential	No suitable habitat present within the Plan Area. Species not expected to be present in a fully developed urban area.
Melospiza melodia maxillaris Suisun song sparrow	__/__ G5T3/S3 SSC	Resident of brackish-water marshes surrounding Suisun Bay. Inhabits cattails, tules and other sedges, and Salicornia; also known to frequent tangles bordering sloughs.	No potential	No suitable habitat present within the Plan Area. Species not expected to be present in a fully developed urban area.
Melospiza melodia pusillula Alameda song sparrow	__/__ G5T2?/S2S3 SSC	Resident of salt marshes bordering south arm of San Francisco Bay. Inhabits Salicornia marshes; nests low in Grindelia bushes (high enough to escape high tides) and in Salicornia.	No potential	No suitable nesting habitat present within the Plan Area. Species not expected to be present in a fully developed urban area.
Melospiza melodia samuelis San Pablo song sparrow	__/__ G5T2/S2 SSC	Resident of salt marshes along the north side of San Francisco and San Pablo bays. Inhabits tidal sloughs in the Salicornia marshes; nests in Grindelia bordering slough channels.	No potential	No suitable nesting habitat present within the Plan Area. Species not expected to be present in a fully developed urban area.
Passerculus sandwichensis alaudinus Bryant's savannah sparrow	__/__ G5T2T3/S2S3 SSC	Occupies low tidally influenced habitats, adjacent rural areas, moist grasslands within and just above the fog belt, and, infrequently, drier grasslands.	No potential	No suitable nesting habitat present within the Plan Area. Species not expected to be present in a fully developed urban area.

Scientific Name Common Name	Status Fed/State Global Rank/ State Rank CDFW	Habitat Requirements	Potential to Occur in Plan Area	Habitat Suitability/Observations
Pelecanus occidentalis californicus California brown pelican	DL/DL G4T3/S3 FP	Colonial nester on coastal islands just outside the surf line. Nests on coastal islands of small to moderate size which afford immunity from attack by ground-dwelling predators. Roosts communally.	No potential	No suitable habitat present within the Plan Area. Species not expected to be present in a fully developed urban area.
Rallus obsoletus obsoletus California Ridgway's rail	FE/SE G5T1/S1 FP	Salt water and brackish marshes traversed by tidal sloughs near San Francisco Bay. Associated with abundant growths of pickleweed but feeds away from cover on invertebrates from mud-bottomed sloughs.	No potential	No suitable habitat present within the Plan Area. Species not expected to be present in a fully developed urban area.
Riparia riparia bank swallow	__/ST G5/S2	Colonial nester; nests primarily in riparian and other lowland habitats west of the desert. Requires vertical banks/cliffs with fine-textured/sandy soils near streams, rivers, lakes, ocean to dig nesting hole.	No potential	No suitable habitat present within the Plan Area. Species not expected to be present in a fully developed urban area.
Rynchops niger black skimmer	__/__ G5/S2 SSC	Nests on gravel bars, low islets, and sandy beaches, in unvegetated sites. Nesting colonies usually less than 200 pairs.	No potential	No suitable habitat present within the Plan Area. Species not expected to be present.
Setophaga petechia yellow warbler	__/__ G5/S3S4 SSC	Riparian plant associations near water. Also nests in montane shrubbery in open conifer forests in Cascades and Sierra Nevada. Frequently found nesting and foraging in willow shrubs and thickets, and in other riparian plants including cottonwoods, sycamores, ash, and alders.	No potential	No suitable habitat present within the Plan Area. Species not expected to be present in a fully developed urban area.
Sternula antillarum browni California least tern	FE/SE G4T2T3Q/S2 FP	Nests along the coast from San Francisco Bay south to northern Baja California. Colonial breeder on bare or sparsely vegetated, flat substrates: sand beaches, alkali flats, landfills, or paved areas.	No potential	No suitable habitat present within the Plan Area. Species not expected to be present in a fully developed urban area.

Scientific Name Common Name	Status Fed/State Global Rank/ State Rank CDFW	Habitat Requirements	Potential to Occur in Plan Area	Habitat Suitability/Observations
Xanthocephalus xanthocephalus yellow-headed blackbird	__/__ G5/S3 SSC	Nests in freshwater emergent wetlands with dense vegetation and deep water. Often along borders of lakes or ponds. Nests only where large insects such as Odonata are abundant, nesting timed with maximum emergence of aquatic insects.	No potential	No suitable habitat present within the Plan Area. Species not expected to be present in a fully developed urban area.
Mammals				
Antrozous pallidus pallid bat	__/__ G5/S3 SSC	Deserts, grasslands, shrublands, woodlands and forests. Most common in open, dry habitats with rocky areas for roosting. Roosts must protect bats from high temperatures. Very sensitive to disturbance of roosting sites.	Low potential	Suitable roosting habitat for the species may be present within the Plan Area. Occurrence records in the Plan Area are distributed in a range loosely spanning the northern portion of the Plan Area.
Corynorhinus townsendii Townsend's big-eared bat	__/__ G3G4/S2 SSC	Throughout California in a wide variety of habitats. Most common in mesic sites. Roosts in the open, hanging from walls and ceilings. Roosting sites limiting. Extremely sensitive to human disturbance.	No potential	No suitable habitat present within the Plan Area. Species not expected to be present in a fully developed urban area.
Lasiurus blossevillii western red bat	__/__ G5/S3 SSC	Roosts primarily in trees, 2-40 ft above ground, from sea level up through mixed conifer forests. Prefers habitat edges and mosaics with trees that are protected from above and open below with open areas for foraging.	No potential	No suitable habitat present within the Plan Area. Species not expected to be present in a fully developed urban area.
Microtus californicus sanpabloensis San Pablo vole	__/__ G5T1T2/S1S2 SSC	Saltmarshes of San Pablo Creek, on the south shore of San Pablo Bay. Constructs burrow in soft soil. Feeds on grasses, sedges and herbs. Forms a network of runways leading from the burrow.	No potential	No suitable saltmarsh habitat present within the Plan Area. Species not expected to be present in a fully developed urban area.
Neotoma fuscipes annectens San Francisco dusky-footed woodrat	__/__ G5T2T3/S2S3 SSC	Forest habitats of moderate canopy & moderate to dense understory. May prefer chaparral & redwood habitats. Constructs nests of shredded grass, leaves & other material. May be limited by availability of nest-building materials.	No potential	No suitable habitat present within the Plan Area. Species not expected to be present in a fully developed urban area.

Scientific Name Common Name	Status Fed/State Global Rank/ State Rank CDFW	Habitat Requirements	Potential to Occur in Plan Area	Habitat Suitability/Observations
Nyctinomops macrotis big free-tailed bat	__/__ G5/S3 SSC	Low-lying arid areas in Southern California. Need high cliffs or rocky outcrops for roosting sites. Feeds principally on large moths.	Low potential	Suitable roosting habitat for the species may be present within the Plan Area. Occurrence records in the Plan Area are distributed in a range loosely spanning the northern portion of the Plan Area.
Reithrodontomys raviventris salt-marsh harvest mouse	FE/SE G1G2/S1S2 FP	Only in the saline emergent wetlands of San Francisco Bay and its tributaries. Pickleweed is primary habitat but may occur in other marsh vegetation types and in adjacent upland areas. Does not burrow; builds loosely organized nests. Requires higher areas for flood escape.	No potential	No suitable saline emergent wetland or marsh habitat present within the Plan Area. Species not expected to be present in a fully developed urban area.
Scapanus latimanus parvus Alameda Island mole	__/__ G5THQ/SH SSC	Only known from Alameda Island. Found in a variety of habitats, especially annual and perennial grasslands. Prefers moist, friable soils. Avoids flooded soils.	No potential	No suitable habitat present within the Plan Area. Species not expected to be present in a fully developed urban area.
Sorex vagrans halicoetes salt-marsh wandering shrew	__/__ G5T1/S1 SSC	Saltmarshes of the south arm of San Francisco Bay. Medium high marsh 6-8 ft above sea level where abundant driftwood is scattered among Salicornia.	No potential	No suitable saltmarsh habitat present within the Plan Area. Species not expected to be present in a fully developed urban area.
Taxidea taxus American badger	__/__ G5/S3 SSC	Most abundant in drier open stages of most shrub, forest, and herbaceous habitats, with friable soils. Needs sufficient food, friable soils and open, uncultivated ground. Preys on burrowing rodents. Digs burrows.	No potential	No suitable habitat present within the Plan Area. Species not expected to be present in a fully developed urban area.
Zapus trinotatus orarius Point Reyes jumping mouse	__/__ G5T1T3Q/S1S3 SSC	Primarily in bunch grass marshes on the uplands of Point Reyes. Also present in coastal scrub, grassland, and meadows. Eats mainly grass seeds w/ some insects & fruit taken. Builds grassy nests on ground under vegetation, burrows in winter	No potential	No suitable bunch grass marsh habitat present within the Plan Area. Species not expected to be present in a fully developed urban area.

Scientific Name Common Name	Status Fed/State Global Rank/ State Rank CDFW	Habitat Requirements	Potential to Occur in Plan Area	Habitat Suitability/Observations
FT = Federally Threatened	SE = State Endangered			
FC = Federal Candidate Species	ST = State Threatened			
FE = Federally Endangered	SR = State Rare			
FS = Federally Sensitive	SC = State Candidate Species			
G-Rank/S-Rank = Global Rank and State Rank as per NatureServe and CDFW's CNDDB RareFind 5.				
SSC = CDFW Species of Special Concern FP = Fully Protected				
Sources: CNDDB (CDFW 2018a; IPaC (USFWS 2018a)				

Table B-2 Special Status Plant Species Known to Occur or with Potential to Occur in the Vicinity of the Plan Area

Scientific Name Common Name	Status Fed/State Global Rank/ State Rank CRPR	Habitat Requirements	Potential to Occur in Plan Area	Habitat Suitability/Observations
Allium peninsulare var. *franciscanum* Franciscan onion	—/— G5T1/S1 1B.2	Cismontane woodland, valley and foothill grassland. Clay soils; often on serpentine; sometimes on volcanics. Dry hillsides. 5-350 m.	No Potential	No suitable habitat (i.e., cismontane woodland, valley and foothill grassland) or clay soils are present. The species is not expected to occur within Plan Area.
Amorpha californica var. napensis Napa false indigo	__/__ G4T2/S2 1B.2	Broadleafed upland forest, chaparral, cismontane woodland. Openings in forest or woodland or in chaparral. Perennial deciduous shrub. 30-735 m.	No Potential	No suitable habitat (i.e., broadleafed upland forest, chaparral, cismontane woodland) or soils are present. The species is not expected to occur within Plan Area.
Amsinckia lunaris bent-flowered fiddleneck	—/— G2G3/S2S3 1B.2	Cismontane woodland, valley and foothill grassland, coastal bluff scrub. 3-795 m.	No Potential	No suitable habitat (i.e., cismontane woodland, valley and foothill grassland, and coastal bluff scrub) or soils are present. The species is not expected to occur within Plan Area.
Arctostaphylos franciscana Franciscan manzanita	FE/__ G1/S1 1B.1	Chaparral. Serpentine outcrops in chaparral. 30-215 m. perennial evergreen shrub. Blooms Feb-Apr	No Potential	No suitable habitat (i.e., chaparral) or soils are present. The species is not expected to occur within Plan Area.
Arctostaphylos imbricata San Bruno Mountain manzanita	__/SE G1/S1 1B.1	Chaparral, coastal scrub. Mostly known from a few sandstone outcrops in chaparral. 275-370 m. perennial evergreen shrub. Blooms Feb-May	No Potential	No suitable habitat (i.e., chaparral and coastal scrub) or soils are present. The species is not expected to occur within Plan Area.
Arctostaphylos montana ssp. ravenii Presidio manzanita	FE/SE G3T1/S1 1B.1	Chaparral, coastal prairie, coastal scrub. Open, rocky serpentine slopes. 45-215 m. perennial evergreen shrub. Blooms Feb-Mar	No Potential	No suitable habitat (i.e., chaparral and coastal prairie or scrub) or soils are present. The species is not expected to occur within Plan Area.
Arctostaphylos montaraensis Montara manzanita	—/— G1/S1 1B.2	Chaparral, coastal scrub. Slopes and ridges. 270-460 m.	No Potential	No suitable habitat (i.e., chaparral and coastal scrub) or soils are present. The species is not expected to occur within Plan Area.
Arctostaphylos pacifica Pacific manzanita	__/SE G1/S1 1B.1	Coastal scrub, chaparral. evergreen shrub. Blooms Feb-Apr	No Potential	No suitable habitat (i.e., coastal scrub and chaparral) or soils are present. The species is not expected to occur within Plan Area.

Scientific Name Common Name	Status Fed/State Global Rank/ State Rank CRPR	Habitat Requirements	Potential to Occur in Plan Area	Habitat Suitability/Observations
Arctostaphylos pallida Pallid manzanita	FT/SE G1/S1 1B.1	Broadleafed upland forest, closed-cone coniferous forest, chaparral, cismontane woodland, coastal scrub. Grows on uplifted marine terraces on siliceous shale or thin chert. May require fire. 180-460 m.	No Potential	No suitable habitat (i.e., broadleafed upland forest, chaparral, cismontane woodland or coastal scrub) or soils are present. The species is not expected to occur within Plan Area.
Arenaria paludicola Marsh sandwort	FE/SE G1/S1 1B.1	Marshes and swamps. Growing up through dense mats of Typha, Juncus, Scirpus, etc. in freshwater marsh. Sandy soil. 3-170 m. perennial stoloniferous herb. Blooms May-Aug	No Potential	No suitable marsh habitat or sandy soils are present. The species is not expected to occur within Plan Area.
Astragalus tener var. *tener* alkali milk-vetch	—/— G2T2/S2 1B.2	Alkali playa, valley and foothill grassland, vernal pools. Low ground, alkali flats, and flooded lands; in annual grassland or in playas or vernal pools. 0-168 m.	No Potential	No suitable habitat (i.e., alkali playa, valley and foothill grassland, or vernal pools) or soils are present. The species is not expected to occur within Plan Area.
Balsamorhiza macrolepis big-scale balsamroot	—/— G2/S2 1B.2	Chaparral, valley and foothill grassland, cismontane woodland. Sometimes on serpentine. 35-1465 m.	No Potential	No suitable habitat (i.e., chaparral, valley and foothill grassland, cismontane woodland) or soils are present. The species is not expected to occur within Plan Area.
Calochortus pulchellus Mt. Diablo fairy-lantern	—/— G2/S2 1B.2	Chaparral, cismontane woodland, riparian woodland, valley and foothill grassland. On wooded and brushy slopes. 30-915 m.	No Potential	No suitable habitat (i.e., chaparral, cismontane woodland, riparian woodland, or valley and foothill grassland) or soils are present. The species is not expected to occur within Plan Area.
Calochortus tiburonensis Tiburon mariposa-lily	FT/ST G1/S1 1B.1	Valley and foothill grassland. On open, rocky, slopes in serpentine grassland. 50-150 m. perennial bulbiferous herb. Blooms Mar-Jun	No Potential	No suitable valley and foothill grassland habitat or soils are present. The species is not expected to occur within Plan Area.
Calystegia purpurata ssp. saxicola coastal bluff morning-glory	__/__ G4T2T3/S2S3 1B.2	Coastal dunes, coastal scrub, coastal bluff scrub, North Coast coniferous forest. 5-430 m. perennial herb. Blooms (Mar)Apr-Sep	No Potential	No suitable coastal habitat or soils are present. The species is not expected to occur within Plan Area.
Carex comosa bristly sedge	—/— G5/S2 2B.1	Marshes and swamps, coastal prairie, valley and foothill grassland. Lake margins, wet places; site below sea level is on a Delta island. -5-1620 m.	No Potential	No suitable marsh habitat or soils are present. The species is not expected to occur within Plan Area.
Carex praticola northern meadow sedge	__/__ G5/S2 2B.2	Meadows and seeps. Moist to wet meadows. 15-3200 m. perennial herb. Blooms May-Jul	No Potential	No suitable meadow habitats or soils are present. The species is not expected to occur within Plan Area.

Scientific Name Common Name	Status Fed/State Global Rank/ State Rank CRPR	Habitat Requirements	Potential to Occur in Plan Area	Habitat Suitability/Observations
Castilleja affinis var. neglecta Tiburon paintbrush	FE/ST G4G5T1T2/S1S2 1B.2	Valley and foothill grassland. Rocky serpentine sites. 120-400 m. perennial herb (hemiparasitic). Blooms Apr-Jun	No Potential	No suitable valley and foothill grassland habitat or soils are present. The species is not expected to occur within Plan Area.
Centromadia parryi ssp. *congdonii* Congdon's tarplant	—/— G3T2/S2 1B.1	Valley and foothill grassland. Alkaline soils, sometimes described as heavy white clay. 0-230 m.	No Potential	No suitable valley and foothill grassland habitat or alkaline soils are present. The species is not expected to occur within Plan Area.
Centromadia parryi ssp. parryi pappose tarplant	__/__ G3T2/S2 1B.2	Chaparral, coastal prairie, meadows and seeps, coastal salt marsh, valley and foothill grassland. Vernally mesic, often alkaline sites. 2-420 m. annual herb. Blooms May-Nov	No Potential	No suitable habitat (i.e., chaparral, coastal prairie or saltmarsh, valley and foothill grassland, meadows and seeps) or soils are present. The species is not expected to occur within Plan Area.
Chloropyron maritimum ssp. *palustre* Point Reyes salty bird's-beak	—/— G4?T2/S2 1B.2	Coastal salt marsh. Usually in coastal salt marsh with *Salicornia, Distichlis, Jaumea, Spartina*, etc. 0-115 m.	No Potential	No suitable coastal salt marsh habitat or soils are present. The species is not expected to occur within Plan Area.
Chorizanthe cuspidata var. *cuspidata* San Francisco Bay spineflower	—/— G2T1/S1 1B.2	Coastal bluff scrub, coastal dunes, coastal prairie, coastal scrub. Closely related to C. pungens. Sandy soil on terraces and slopes. 3-215 m.	No Potential	No suitable coastal habitat or soils are present. The species is not expected to occur within Plan Area.
Chorizanthe robusta var. *robusta* robust spineflower	FE/— G2T1/S1 1B.1	Cismontane woodland, coastal dunes, coastal scrub, chaparral. Sandy terraces and bluffs or in loose sand. 9-245 m.	No Potential	No suitable habitat (i.e., cismontane woodland, coastal dunes, coastal scrub, chaparral) or sandy soils are present. The species is not expected to occur within Plan Area.
Cicuta maculata var. bolanderi Bolander's water-hemlock	__/__ G5T4/S2 2B.1	Marshes and swamps, fresh or brackish water. 0-200 m. perennial herb. Blooms Jul-Sep	No Potential	No suitable marsh habitat or soils are present. The species is not expected to occur within Plan Area.
Cirsium andrewsii Franciscan thistle	__/__ G3/S3 1B.2	Coastal bluff scrub, broadleafed upland forest, coastal scrub, coastal prairie. Sometimes serpentine seeps. 0-295 m. perennial herb. Blooms Mar-Jul	No Potential	No suitable habitat (i.e., coastal bluff scrub, broadleafed upland forest, coastal scrub, coastal prairie) or soils are present. The species is not expected to occur within Plan Area.
Cirsium hydrophilum var. vaseyi Mt. Tamalpais thistle	__/__ G2T1/S1 1B.2	Broadleafed upland forest, chaparral, meadows and seeps. Serpentine seeps and streams in chaparral and woodland. 180-610 m. perennial herb. Blooms May-Aug	No Potential	No suitable habitat (i.e., broadleafed upland forest, chaparral, meadows and seeps) or soils are present. The species is not expected to occur within Plan Area.

Scientific Name Common Name	Status Fed/State Global Rank/ State Rank CRPR	Habitat Requirements	Potential to Occur in Plan Area	Habitat Suitability/Observations
Cirsium occidentale var. compactum compact cobwebby thistle	__/__ G3G4T2/S2 1B.2	Chaparral, coastal dunes, coastal prairie, coastal scrub. On dunes and on clay in chaparral; also, in grassland. 5-245 m. perennial herb. Blooms Apr-Jun	No Potential	No suitable habitat (i.e., chaparral and coastal dunes, prairie, and scrub) or soils are present. The species is not expected to occur within Plan Area.
Clarkia franciscana Presidio clarkia	FE/SE G1/S1 1B.1	Coastal scrub, valley and foothill grassland. Serpentine outcrops in grassland or scrub. 20-305 m.	No Potential	No suitable coastal scrub habitat or soils are present. The species is not expected to occur within Plan Area.
Collinsia corymbosa round-headed Chinese-houses	__/__ G1/S1 1B.2	Coastal dunes. 0-30 m. annual herb. Blooms Apr-Jun	No Potential	No suitable coastal dunes habitat or soils are present. The species is not expected to occur within Plan Area.
Collinsia multicolor San Francisco collinsia	—/— G2/S2 1B.2	Closed-cone coniferous forest, coastal scrub. On decomposed shale (mudstone) mixed with humus; sometimes on serpentine. 30-250 m.	No Potential	No suitable habitat (i.e., closed-cone coniferous forest and coastal scrub) or soils are present. The species is not expected to occur within Plan Area.
Dirca occidentalis western leatherwood	—/— G2/S2 1B.2	Broadleafed upland forest, chaparral, closed-cone coniferous forest, cismontane woodland, north coast coniferous forest, riparian forest, riparian woodland. On brushy slopes, mesic sites; mostly in mixed evergreen & foothill woodland communities. 25-425 m	No Potential	No suitable habitat (i.e., broadleafed upland forest, chaparral, closed-cone coniferous forest, cismontane woodland, north coast coniferous forest, riparian forest, riparian woodland) or soils are present. The species is not expected to occur within Plan Area.
Eriogonum luteolum var. caninum Tiburon buckwheat	__/__ G5T2/S2 1B.2	Chaparral, valley and foothill grassland, cismontane woodland, coastal prairie. Serpentine soils; sandy to gravelly sites. 0-700 m. annual herb. Blooms May-Sep	No Potential	No suitable habitat (i.e., chaparral, valley and foothill grassland, cismontane woodland, coastal prairie) or soils are present. The species is not expected to occur within Plan Area.
Eryngium jepsonii Jepson's coyote-thistle	—/— G2/S2 1B.2	Vernal pools, valley and foothill grassland. Clay. 3-305 m.	No Potential	No suitable vernal pool habitat or soils are present. The species is not expected to occur within Plan Area.
Extriplex joaquinana San Joaquin spearscale	—/— G2/S2 1B.2	Chenopod scrub, alkali meadow, playas, valley and foothill grassland. In seasonal alkali wetlands or alkali sink scrub with *Distichlis spicata, Frankenia*, etc. 1-835 m.	No Potential	No suitable alkali wetlands habitat or soils are present. The species is not expected to occur within Plan Area.
Fissidens pauperculus minute pocket moss	—/— G3?/S2 1B.2	North coast coniferous forest. Moss growing on damp soil along the coast. In dry streambeds and on stream banks. 10-1024 m.	No Potential	No suitable north coast coniferous forest habitat or soils are present. The species is not expected to occur within Plan Area.

Scientific Name Common Name	Status Fed/State Global Rank/ State Rank CRPR	Habitat Requirements	Potential to Occur in Plan Area	Habitat Suitability/Observations
Fritillaria liliacea fragrant fritillary	—/— G2/S2 1B.2	Coastal scrub, valley and foothill grassland, coastal prairie, cismontane woodland. Often on serpentine; various soils reported though usually on clay, in grassland. 3-400 m.	No Potential	No suitable habitat (i.e., coastal scrub, valley and foothill grassland, coastal prairie, cismontane woodland) or soils are present. The species is not expected to occur within Plan Area.
Gilia capitata ssp. *chamissonis* blue coast gilia	—/— G5T2/S2 1B.1	Coastal dunes, coastal scrub. 3-200 m.	No Potential	No suitable coastal habitat or soils are present. The species is not expected to occur within Plan Area.
Gilia millefoliata dark-eyed gilia	—/— G2/S2 1B.2	Coastal dunes. 1-60 m.	No Potential	No suitable coastal dunes habitat or soils are present. The species is not expected to occur within Plan Area.
Helianthella castanea Diablo helianthella	—/— G2/S2 1B.2	Broadleaved upland forest, chaparral, cismontane woodland, coastal scrub, riparian woodland, valley and foothill grassland. Usually in chaparral/oak woodland interface in rocky, azonal soils. Often in partial shade. 45-1070 m.	No Potential	No suitable habitat (i.e., broadleafed upland forest, chaparral, cismontane woodland, coastal scrub, riparian woodland, valley and foothill grassland) or soils are present. The species is not expected to occur within Plan Area.
Hemizonia congesta ssp. *congesta* congested-headed hayfield tarplant	—/— G5T1T2/S1S2 1B.2	Valley and foothill grassland. Grassy valleys and hills, often in fallow fields; sometimes along roadsides. 20-560 m.	No Potential	No suitable valley and foothill grassland habitat or soils are present. The species is not expected to occur within Plan Area.
Hesperevax sparsiflora var. *brevifolia* short-leaved evax	—/— G4T3/S2 1B.2	Coastal bluff scrub, coastal dunes, coastal prairie. Sandy bluffs and flats. 0-215 m.	No Potential	No suitable coastal habitat or sandy soils are present. The species is not expected to occur within Plan Area.
Hesperolinon congestum Marin western flax	FT/ST G1/S1 1B.1	Chaparral, valley and foothill grassland. In serpentine barrens and in serpentine grassland and chaparral. 60-370 m.	No Potential	No suitable habitat (i.e., chaparral, valley and foothill grassland) or soils are present. The species is not expected to occur within Plan Area.
Heteranthera dubia water star-grass	—/— G5/S2 2B.2	Marshes and swamps. Alkaline, still or slow-moving water. Requires a pH of 7 or higher, usually in slightly eutrophic waters. 15-1510 m.	No Potential	No suitable marsh habitat or soils are present. The species is not expected to occur within Plan Area.
Hoita strobilina Loma Prieta hoita	—/— G2/S2 1B.1	Chaparral, cismontane woodland, riparian woodland. Serpentine; mesic sites. 60-975 m.	No Potential	No suitable habitat (i.e., chaparral, cismontane woodland, riparian woodland) or soils are present. The species is not expected to occur within Plan Area.

Scientific Name Common Name	Status Fed/State Global Rank/ State Rank CRPR	Habitat Requirements	Potential to Occur in Plan Area	Habitat Suitability/Observations
Holocarpha macradenia Santa Cruz tarplant	FT/SE G1/S1 1B.1	Coastal prairie, coastal scrub, valley and foothill grassland. Light, sandy soil or sandy clay; often with nonnatives. 10-220 m.	No Potential	No suitable coastal habitat or soils are present. The species is not expected to occur within Plan Area.
Horkelia cuneata var. *sericea* Kellogg's horkelia	—/— G4T1?/S1? 1B.1	Closed-cone coniferous forest, coastal scrub, coastal dunes, chaparral. Old dunes, coastal sandhills; openings. 5-215 m.	No Potential	No suitable coastal dunes habitat or soils are present. The species is not expected to occur within Plan Area.
Horkelia marinensis Point Reyes horkelia	__/__ G2/S2 1B.2	Coastal dunes, coastal prairie, coastal scrub. Sandy flats and dunes near coast; in grassland or scrub plant communities. 2-775 m. perennial herb. Blooms May-Sep	No Potential	No suitable coastal habitat or sandy soils are present. The species is not expected to occur within Plan Area.
Hypogymnia schizidiata island tube lichen	__/__ G1/S1 1B.3	Chaparral, closed-cone coniferous forest. On bark and wood of hardwoods and conifers. 360-405 m. foliose lichen (null).	No Potential	No suitable habitat (i.e., chaparral and closed-cone coniferous forest) or soils are present. The species is not expected to occur within Plan Area.
Isocoma arguta Carquinez goldenbush	__/__ G1/S1 1B.1	Valley and foothill grassland. Alkaline soils, flats, lower hills. On low benches near drainages & on tops & sides of mounds in swale habitat. 1-50 m. perennial shrub. Blooms Aug-Dec	No Potential	No suitable valley and foothill grassland habitat or soils are present. The species is not expected to occur within Plan Area.
Lasthenia conjugens Contra Costa goldfields	FE/— G1/S1 1B.1	Valley and foothill grassland, vernal pools, alkaline playas, cismontane woodland. Vernal pools, swales, low depressions, in open grassy areas. 1-450 m.	No Potential	No suitable vernal pool habitat or soils are present. The species is not expected to occur within Plan Area.
Lathyrus jepsonii var. jepsonii Delta tule pea	__/__ G5T2/S2 1B.2	Marshes and swamps. In freshwater and brackish marshes. Often found with *Typha, Aster lentus, Rosa californica, Juncus spp., Scirpus*, etc. Usually on marsh and slough edges. 0-5 m. perennial herb. Blooms May-Jul(Aug-Sep)	No Potential	No suitable marsh habitat or soils are present. The species is not expected to occur within Plan Area.
Layia carnosa beach layia	FE/SE G2/S2 1B.1	Coastal dunes, coastal scrub. On sparsely vegetated, semi-stabilized dunes, usually behind foredunes. 0-30 m.	No Potential	No suitable coastal habitat or soils are present. The species is not expected to occur within Plan Area.
Leptosiphon rosaceus rose leptosiphon	—/— G1/S1 1B.1	Coastal bluff scrub. 10-140 m.	No Potential	No suitable coastal bluff scrub habitat or soils are present. The species is not expected to occur within Plan Area.

Scientific Name Common Name	Status Fed/State Global Rank/ State Rank CRPR	Habitat Requirements	Potential to Occur in Plan Area	Habitat Suitability/Observations
Lessingia germanorum San Francisco lessingia	FE/SE G1/S1 1B.1	Coastal scrub. On remnant dunes. Open sandy soils relatively free of competing plants. 3-155 m. annual herb. Blooms (Jun)Jul-Nov	No Potential	No suitable coastal scrub habitat or sandy soils are present. The species is not expected to occur within Plan Area.
Malacothamnus arcuatus arcuate bush-mallow	—/— G2Q/S2 1B.2	Chaparral, cismontane woodland. Gravelly alluvium. 1-735 m.	No Potential	No suitable habitat (i.e., chaparral and cismontane woodland) or soils are present. The species is not expected to occur within Plan Area.
Meconella oregana Oregon meconella	—/— G2G3/S2 1B.1	Coastal prairie, coastal scrub. Open, moist places. 60-640 m.	No Potential	No suitable coastal habitat or soils are present. The species is not expected to occur within Plan Area.
Microseris paludosa marsh microseris	__/__ G2/S2 1B.2	Closed-cone coniferous forest, cismontane woodland, coastal scrub, valley and foothill grassland. 3-610 m. perennial herb. Blooms Apr-Jun(Jul)	No Potential	No suitable habitat (i.e., closed-cone coniferous forest, cismontane woodland, coastal scrub, valley and foothill grassland) or soils are present. The species is not expected to occur within Plan Area.
Monardella sinuata ssp. nigrescens northern curly-leaved monardella	__/__ G3T2/S2 1B.2	Coastal dunes, coastal scrub, chaparral, lower montane coniferous forest. Sandy soils. 10-245 m. annual herb. Blooms (Apr)May-Jul(Aug-Sep)	No Potential	No suitable coastal habitat or sandy soils are present. The species is not expected to occur within Plan Area.
Monolopia gracilens woodland woollythreads	—/— G3/S3 1B.2	Chaparral, valley and foothill grassland, cismontane woodland, broadleafed upland forest, north coast coniferous forest. Grassy sites, in openings; sandy to rocky soils. Often seen on serpentine after burns but may have only weak affinity to serpentine. 1	No Potential	No suitable habitat (i.e., chaparral, valley and foothill grassland, cismontane woodland, broadleafed upland forest, north coast coniferous forest) or soils are present. The species is not expected to occur within Plan Area.
Pentachaeta bellidiflora white-rayed pentachaeta	FE/SE G1/S1 1B.1	Valley and foothill grassland, cismontane woodland. Open dry rocky slopes and grassy areas, often on soils derived from serpentine bedrock. 35-610 m.	No Potential	No suitable habitat (i.e., valley and foothill grassland, cismontane woodland) or soils are present. The species is not expected to occur within Plan Area.
Pinus radiata Monterey pine	__/__ G1/S1 1B.1	Closed-cone coniferous forest, cismontane woodland. Three primary stands are native to California. Dry bluffs and slopes. 60-125 m. perennial evergreen tree.	No Potential	No suitable habitat (closed-cone coniferous forest and cismontane woodland) or soils are present. The species is not expected to occur within Plan Area.
Plagiobothrys chorisianus var. *chorisianus* Choris' popcornflower	—/— G3T2Q/S2 1B.2	Chaparral, coastal scrub, coastal prairie. Mesic sites. 15-160 m.	No Potential	No suitable coastal habitat or soils are present. The species is not expected to occur within Plan Area.

Scientific Name Common Name	Status Fed/State Global Rank/ State Rank CRPR	Habitat Requirements	Potential to Occur in Plan Area	Habitat Suitability/Observations
Plagiobothrys diffusus San Francisco popcornflower	—/SE G1Q/S1 1B.1	Valley and foothill grassland, coastal prairie. Historically from grassy slopes with marine influence. 45-360 m.	No Potential	No suitable coastal marine habitat or soils are present. The species is not expected to occur within Plan Area.
Plagiobothrys glaber hairless popcornflower	—/— GH/SH 1A	Meadows and seeps, marshes and swamps. Coastal salt marshes and alkaline meadows. 5-180 m.	No Potential	No suitable habitat (i.e., meadows and seeps, marshes and swamps) or soils are present. The species is not expected to occur within Plan Area.
Polemonium carneum Oregon polemonium	—/— G3G4/S2 2B.2	Coastal prairie, coastal scrub, lower montane coniferous forest. 0-1830 m.	No Potential	No suitable coastal habitat or soils are present. The species is not expected to occur within Plan Area.
Sanicula maritima adobe sanicle	—/SR G2/S2 1B.1	Meadows and seeps, valley and foothill grassland, chaparral, coastal prairie. Moist clay or ultramafic soils. 30-240 m.	No Potential	No suitable habitat (i.e., meadows and seeps, valley and foothill grassland, chaparral, coastal prairie) or soils are present. The species is not expected to occur within Plan Area.
Senecio aphanactis chaparral ragwort	—/— G3/S2 2B.2	Chaparral, cismontane woodland, coastal scrub. Drying alkaline flats. 20-855 m.	No Potential	No suitable habitat (i.e., chaparral, cismontane woodland, coastal scrub) or soils are present. The species is not expected to occur within Plan Area.
Silene scouleri ssp. scouleri Scouler's catchfly	__/__ G5T5/S2S3 2B.2	Coastal bluff scrub, coastal prairie, valley and foothill grassland. 0-600 m.	No Potential	No suitable coastal habitat or soils are present. The species is not expected to occur within Plan Area.
Silene verecunda ssp. verecunda San Francisco campion	__/__ G5T1/S1 1B.2	Coastal scrub, valley and foothill grassland, coastal bluff scrub, chaparral, coastal prairie. Often on mudstone or shale; one site on serpentine. 30-645 m. perennial herb. Blooms (Feb)Mar-Jun(Aug)	No Potential	No suitable coastal habitat or soils are present. The species is not expected to occur within Plan Area.
Spergularia macrotheca var. longistyla long-styled sand-spurrey	__/__ G5T2/S2 1B.2	Marshes and swamps, meadows and seeps. Alkaline. 0-255 m.	No Potential	No suitable marsh habitat or alkaline soils are present. The species is not expected to occur within Plan Area.
Stebbinsoseris decipiens Santa Cruz microseris	__/__ G2/S2 1B.2	Broadleafed upland forest, closed-cone coniferous forest, chaparral, coastal prairie, coastal scrub, valley and foothill grassland. Open areas in loose or disturbed soil, usually derived from sandstone, shale or serpentine, on seaward slopes. 90-750 m. annual herb. Blooms Apr-May	No Potential	No suitable habitat (i.e., broadleafed upland forest, closed-cone coniferous forest, chaparral, coastal prairie, coastal scrub, valley and foothill grassland) or soils are present. The species is not expected to occur within Plan Area.

Scientific Name Common Name	Status Fed/State Global Rank/ State Rank CRPR	Habitat Requirements	Potential to Occur in Plan Area	Habitat Suitability/Observations
Streptanthus albidus ssp. *peramoenus* most beautiful jewelflower	—/— G2T2/S2 1B.2	Chaparral, valley and foothill grassland, cismontane woodland. Serpentine outcrops, on ridges and slopes. 95-1000 m.	No Potential	No suitable habitat (i.e., chaparral, valley and foothill grassland, cismontane woodland) or soils are present. The species is not expected to occur within Plan Area.
Streptanthus glandulosus ssp. niger Tiburon jewelflower	FE/SE G4T1/S1 1B.1	Valley and foothill grassland. Shallow, rocky serpentine slopes. 30-150 m. annual herb. Blooms May-Jun	No Potential	No suitable valley and foothill grassland habitat or soils are present. The species is not expected to occur within Plan Area.
Stuckenia filiformis ssp. *alpina* slender-leaved pondweed	—/— G5T5/S3 2B.2	Marshes and swamps. Shallow, clear water of lakes and drainage channels. 300-2150 m.	No Potential	No suitable marsh habitat or soils are present. The species is not expected to occur within Plan Area.
Suaeda californica California seablite	FE/— G1/S1 1B.1	Marshes and swamps. Margins of coastal salt marshes. 0-5 m.	No Potential	No suitable coastal salt marsh habitat or soils are present. The species is not expected to occur within Plan Area.
Symphyotrichum lentum Suisun Marsh aster	__/__ G2/S2 1B.2	Marshes and swamps (brackish and freshwater). Most often seen along sloughs with *Phragmites, Scirpus*, blackberry, *Typha*, etc. 0-15 m. perennial rhizomatous herb. Blooms (Apr)May-Nov	No Potential	No suitable marsh habitat or soils are present. The species is not expected to occur within Plan Area.
Trifolium amoenum two-fork clover	FE/__ G1/S1 1B.1	Valley and foothill grassland, coastal bluff scrub. Sometimes on serpentine soil, open sunny sites, swales. Most recently cited on roadside and eroding cliff face. 5-310 m. annual herb. Blooms Apr-Jun	No Potential	No suitable habitat (i.e., valley and foothill grassland, coastal bluff scrub) or soils are present. The species is not expected to occur within Plan Area.
Trifolium hydrophilum saline clover	—/— G2/S2 1B.2	Marshes and swamps, valley and foothill grassland, vernal pools. Mesic, alkaline sites. 1-335 m.	No Potential	No suitable habitat (marsh, valley and foothill grassland, vernal pools) or soils are present. The species is not expected to occur within Plan Area.
Triphysaria floribunda San Francisco owl's-clover	—/— G2?/S2? 1B.2	Coastal prairie, coastal scrub, valley and foothill grassland. On serpentine and non-serpentine substrate (such as at Pt. Reyes). 1-150 m.	No Potential	No suitable coastal habitat or soils are present. The species is not expected to occur within Plan Area.

Scientific Name Common Name	Status Fed/State Global Rank/ State Rank CRPR	Habitat Requirements	Potential to Occur in Plan Area	Habitat Suitability/Observations
Triquetrella californica coastal triquetrella	__/__ G2/S2 1B.2	Coastal bluff scrub, coastal scrub. Grows within 30m from the coast in coastal scrub, grasslands and in open gravels on roadsides, hillsides, rocky slopes, and fields. On gravel or thin soil over outcrops. 10-100 m. moss.	No Potential	No suitable coastal habitat or soils are present. The species is not expected to occur within Plan Area.
Viburnum ellipticum oval-leaved viburnum	—/— G4G5/S3? 2B.3	Chaparral, cismontane woodland, lower montane coniferous forest. 215-1400 m.	No Potential	No suitable habitat (i.e., chaparral, cismontane woodland, lower montane coniferous forest) or soils are present. The species is not expected to occur within Plan Area.

FT = Federally Threatened
SE = State Endangered
FC = Federal Candidate Species
ST = State Threatened
FE = Federally Endangered
SR = State Rare
SC = State Candidate Species

G-Rank/S-Rank = Global Rank and State Rank as per NatureServe and CDFW's CNDDB RareFind5.

CRPR (California Rare Plant Rank)

1A = Presumed Extinct in California

1B = Rare, Threatened, or Endangered in California and elsewhere

2 = Rare, Threatened, or Endangered in California, but more common elsewhere

CRPR Threat Code Extension

.1=Seriously endangered in California (over 80% of occurrences threatened/high degree and immediacy of threat)

.2=Fairly endangered in California (20-80% occurrences threatened)

.3=Not very endangered in California (<20% of occurrences threatened)

Source: CNDDB (CDFW 2018a); CRPR (CNPS 2018); IPaC (USFWS 2018a)

Appendix C

Cultural Resources Technical Report

CULTURAL RESOURCES TECHNICAL REPORT

Adeline Corridor Specific Plan

Berkeley, California

Prepared by
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with contributions from JRP Historical Consultants

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April, 2019

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INTRODUCTION AND SUMMARY OF FINDINGS

The Adeline Corridor Plan (Plan) will be the blueprint to guide future improvements and enhancements in the plan area, which extends approximately 1.3 miles north from the Berkeley/Oakland border along Adeline Street and Shattuck Avenue in the City of Berkeley (Figures 1 and 2). The plan area contains a wide range of commercial, civic, cultural and residential land uses as well as the Ashby BART Station, a regional transit facility, located in the central/southern portion of the plan area. The planning process will identify community goals and priorities related to job opportunities, affordable housing, urban design, historic and cultural resources, multi-modal transportation options, open space and other amenities.

This Cultural Resources Technical Report (CRTR) presents an overview of cultural resources in the plan area, including an updated record search, a historic context statement, results of Native American consultation, archaeological survey results, archaeological sensitivity analysis, and mitigation recommendations.

Twenty-five built environment resources within the plan area have been determined eligible for the National Register of Historic Places (NRHP), California Register of Historical Resources (CRHR), and/or Berkeley Landmark or Structure of Merit status. These buildings are historical resources as defined in the California Environmental Quality Act (CEQA) Guidelines (§15064.5). In addition, five more buildings appear to have the potential to be eligible, but have not been formally evaluated.

No archaeological sites are known in the plan area, which had no recorded Native American settlements at contact with Spanish explorers. The area has low sensitivity for buried prehistoric archaeological resources. The extensive disturbance of Adeline Street and Shattuck Avenue for the construction of the BART Berkeley subway gives the public right-of-way a very low archaeological sensitivity within the plan area. However, the backyards of privately-owned residential parcels developed before 1900 have moderate sensitivity for buried historic archaeological resources.

This report was prepared by Dr. Daniel Shoup of Archaeological/Historical Consultants (A/HC; Oakland, California). The historic context and architectural settings sections are adapted from a previous report prepared by JRP Historical Consultants in early 2018.

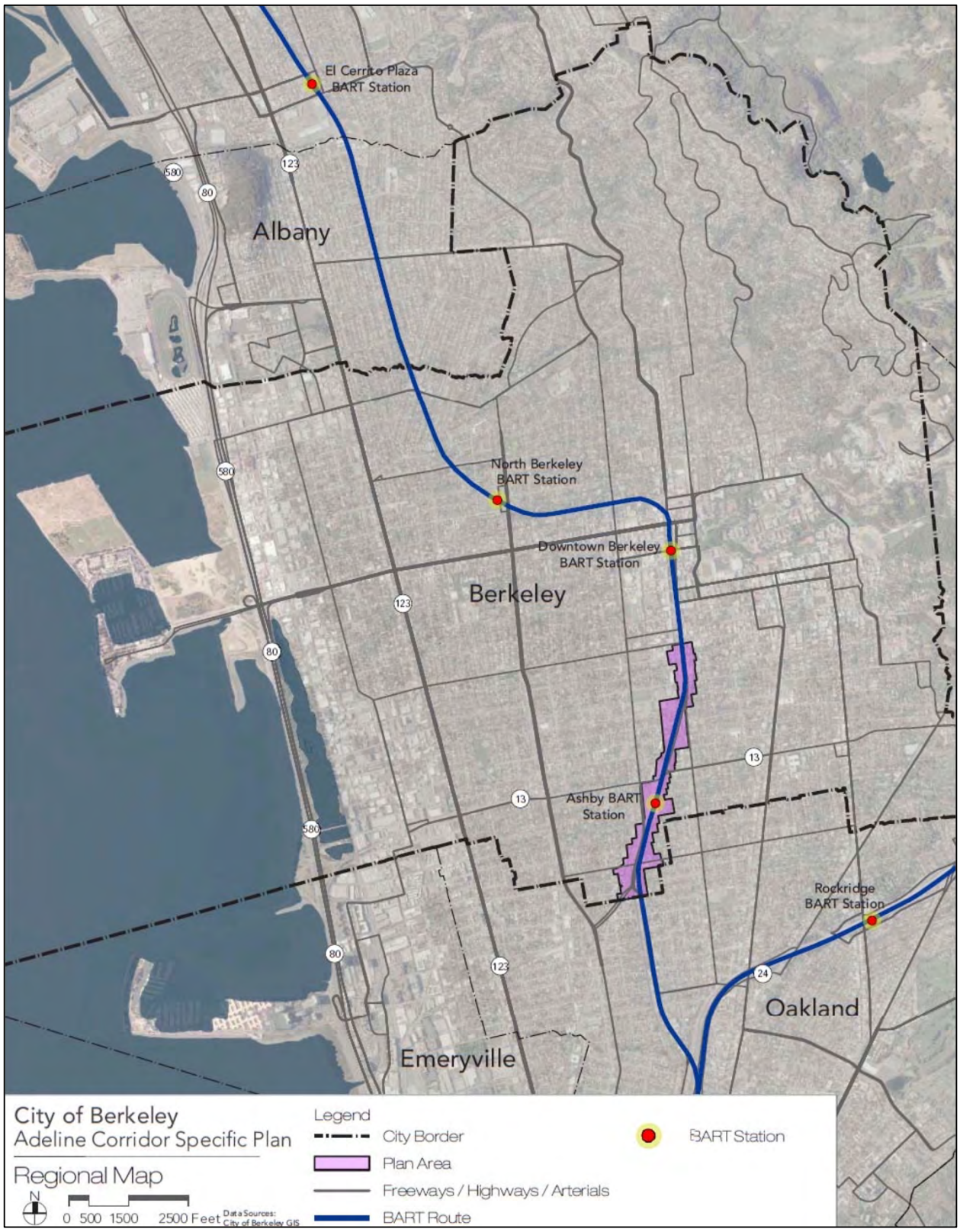

Figure 1: Project Overview Map

Figure 2: Plan Area

RESEARCH SOURCES

The information in this report was derived from field survey, archival research, a record search at the Northwest Information Center, and review of Federal, State and local registers of historic properties. Archival research was undertaken at the Earth Sciences and Map Library of the University of California, Berkeley, the Berkeley Historical Society, the History Room of the Oakland Public Library, and in the corporate archives of A/HC and JRP. For a full list of sources consulted, see the attached bibliography.

On September 11, 2018, Lisa Hagel of the Northwest Information Center, California Historical Resources Information System, completed a record search for the plan area and a 1/8-mile radius around it (NWIC #18-0321). The record search indicated that six historic architectural resources within the plan area had previously been recorded. No archaeological resources were identified within the APE or the search radius. Twenty previous studies have covered portions of the APE, but have not identified archaeological resources. Please see Appendix A for record search results.

Review of the NRHP, the CRHR, California Historical Landmarks, the California Inventory of Historical Resources, City of Berkeley Registers, and the State Office of Historic Preservation Historic Properties Directory identified 25 CEQA historical resources in the plan area, for a total of 25. In addition, field survey by JRP Historical Consultants in 2015 identified five more buildings that might be eligible, but had not been formally evaluated.

NATIVE AMERICAN CONSULTATION

On September 7, 2018, the California Native American Heritage Commission (NAHC) provided the City of Berkeley with a consultation list of tribes in Alameda County, with recommendations for consultation. On September 12, 2018, the City of Berkeley sent consultation letters to the six tribal organizations noted on the NAHC's contact list for Alameda County. The letters communicated the results of the record search and invited the recipients to communicate any information or concerns they might have regarding the plan area.

No responses were received by December 21, 2018. Please see Appendix B for copies of the correspondence noted above.

Table 1.1: **Native American Individuals and Groups Consulted**

Name	Organization or Tribe	Location	Replied?
Monica Arellano	Muwekma Ohlone Tribe	Castro Valley, CA	
Tony Cerda	Costanoan Rumsen Carmel Tribe	Pomona, CA	
Ramona Garibay	Trina Marie Ruano Family	Union City, CA	
Charlene Nijmeh	Muwekma Ohlone Tribe	Castro Valley, CA	
Katherine Perez	North Valley Yokuts Tribe	Linden, CA	
Ann-Marie Sayers	Indian Canyon Mutsun Band of Costanoan	Hollister, CA	
Irene Zwierlein	Amah Mutsun Tribal Band of Mission San Juan Bautista	Woodside, CA	

*This table reflects potential significance for architectural merit and retention of integrity based on reconnaissance survey only.

HISTORIC CONTEXT

Environment

The Adeline Street Corridor lies in the coastal plain between San Francisco Bay and the East Bay hills to the west. Elevation within the plan area ranges from 160 feet at Dwight Way to about 85 feet at Alcatraz Avenue. The USDA soil survey identifies the plan area as Holocene-era alluvial fan terraces of the Tierra Complex (95%) and basin deposits of the Clear Lake Complex (5%; USDA 2018). Today, native soils in the area are intermixed with artificial fill. In prehistory, the plan area was a mosaic of grassland and oak woodland, with the wetlands of the Bay to the west and perhaps riparian vegetation along Derby Creek and its tributaries.

Prehistory

Some of the first significant regional archaeological work was conducted early in the 20th century when N.C. Nelson recorded and/or excavated over 400 bayside shell mounds (Nelson 1909; Moratto 1984). Data from these excavations and successive projects in the San Francisco Bay, delta, and inland sites illuminated regional archaeological sequences and allowed the development of the Central California Taxonomic System (CCTS). The CCTS outlines three main chronological periods (or 'horizons') for the Sacramento Delta and San Francisco Bay areas – Early, Middle, and Late, mostly based on evidence from mortuary practices and analysis of stylistic change in burial-associated artifacts. We summarize the Early, Middle, and Late Periods, with the transitions between them, following Hylkema's (2002) and Milliken *et al.*'s (2007) approaches.

The Early-Middle-Late sequence focuses on the Late Holocene period (after 2000 BC), since little archaeological information from the Early Holocene is known from the San Francisco Bay Area. In other parts of California, the Early Holocene (8000-3500 BC) is characterized by mobile foragers using wide-stemmed and leaf-shaped projectile points and large milling slabs (Milliken *et al.* 2007:114). Given the rise in sea levels in the Middle Holocene, the relatively recent formation of San Francisco Bay, and the presence of constant alluviation in low-lying parts of the Bay Area, most evidence of the earliest human habitation in the area is likely to be underwater or deeply buried. For the Early Holocene period, therefore, most evidence comes from inland sites: deposits dating from ca. 8000 BC and burials dating from 5500-5000 BC were discovered around Los Vaqueros Reservoir in eastern Contra Costa County (Meyer and Rosenthal 1997), and deep deposits from the Metcalf Creek site (CA-SCl-178) in Morgan Hill yielded radiocarbon dates of 8000-6500 years BC (Hildebrandt 1983; Milliken *et al.* 2007:114; Jones et al. 2007:130).

More evidence is available from Early Period (4000-500 BC) in the San Francisco Bay Area, with the emergence of the "Windmiller pattern" of large stemmed and concave-base obsidian projectile points, rectangular *Olivella* beads, charmstones, extended burials facing toward the west, and the replacement of milling slabs with mortars and pestles. Few high-density shell deposits are found compared to later periods, suggesting a preferential use of terrestrial rather than marine resources; however, semi-sedentary land use, shell mound development, and evidence of regional trade are typical in some areas of the Bay. This cultural pattern appears earlier in the San Joaquin and Sacramento valleys, suggesting an influx of traditions or people from those areas into the Bay Area at some point during the period. In the East Bay, mortars and pestles first appear after 4000 BC and are ubiquitous by 1500 BC (Milliken *et al.* 2007:115; Moratto 1984: 277).

The Lower Middle Period (or Berkeley Pattern, 500 BC to 430 AD) is marked by major cultural disruptions, such as the disappearance of the square *Olivella* bead tradition and the introduction of new bead types, much lower frequency of projectile points, introduction of flexed burials, and introduction of decorative objects that may represent religious or cosmological beliefs. The period also saw the increased use of marine resources throughout the Bay Area and the development of a network of large shellmounds (Lightfoot 1997; Moratto 1984:283; Lightfoot and Luby 2002; Leventhal 1993).

In the Upper Middle Period (430-1050 AD), a major cultural shift seems to have taken place, with the collapse of trade networks, site abandonment, and the introduction of new bead forms and burial patterns. This tradition, known as the Meganos complex, was characterized by extended dorsal burials with elaborate grave goods (Jones et al. 1987).

The Late Period (1050-1550 AD) is characterized by significant social transformations, an increase in social complexity, increased sedentism, and the unification of ceremonial systems around the Bay Area. Changes in material culture include the introduction of the bow and arrow (with accompanying development of arrow-sized projectile points), harpoons, tubular tobacco pipe, clamshell disc beads, and new forms of ornamentation. Socially, increasing intensity of trade relations, increased sedentism, and cremation of high status individuals appeared. The last two centuries before Spanish contact saw a series of changes in shell bead types, mortuary wealth distribution, and the introduction of new technology types such as the hopper mortar, though some of these innovations were slow to arrive in the eastern and southern parts of the Bay Area (Milliken *et al.* 2007:117).

The most significant prehistoric archaeological sites in the East Bay are the shellmounds around the Bay margins (Nelson 1909). Ten of these shellmounds were in Berkeley, Emeryville, and Oakland (ALA-307-314, ALA-314a, and ALA-315), and three others were recorded in nearby Alameda (ALA-316-318). Another prehistoric site is known along Temescal Creek in North Oakland (P-01-010600), and at least seven other prehistoric sites are located west of downtown Oakland and along the Oakland Estuary (see Baker 2005:3-4; 14; Baker 2010:14). However, all these sites are one mile or more from the plan area.

Several of the shellmounds in Berkeley and Emeryville were investigated early in the 20th century. West of the plan area, Max Uhle excavated at the Emeryville shellmound as early as 1902, discerning strata and diachronic change within what was one of the largest shellmounds in the Bay area. Schenck renewed excavations there in 1924 when the shellmound was levelled for industrial development (Moratto 1984:227-230). The Emeryville shellmound was believed largely destroyed until excavations required by extensive redevelopment in 1999 found 2.5 meters of subsurface midden, hundreds of human burials, artifacts, and radiocarbon dates extending to about 5000 B.C. at the bottom of the central mound (Morgan 2005). Another important site, Ala-307 in West Berkeley, was excavated in 1902 and in the mid-1950s before its destruction. The site provided an extensive faunal inventory and information on species change during the life of the site, as well as important temporal and comparative data that has helped construct a regional archaeological sequence (Wallace and Lathrop 1975; Follett 1975; Greengo 1975; Moratto 1984:260-261).

Ethnography and Ethnohistory

The Huchiun people lived near the plan area when Spanish soldiers and missionaries arrived in the Bay Area. Huchiun territory extended "along the East Bay shore from Temescal Creek…north to the lower San Pablo and Wildcat Creek drainages in the present area of Richmond" (Milliken

1995:243). The names of at two Huchiun villages – Genau and Junchaque – are known from Mission records, but their exact location is unknown (Milliken 1995:243). Huchiun presence near Temescal Creek is attested in its Mexican-era name, "Arroyo del Temescal o Los Juchiyunes."

The Huchiun were one of the groups of the Ohlone people who lived along the east, west, and south shores of San Francisco Bay and in the Santa Cruz Mountains, Salinas Valley, and Monterey Bay area. The Ohlone were successful intensive food collectors and hunters who utilized a wide range of resources in a very favorable environment. Those populations living adjacent to the great bays of the region relied heavily on shellfish and aquatic animals for food. In the interior, plant foods in plentiful variety were gathered on a seasonal basis, with acorns the most important vegetal staple since they could be stored in great quantity. Large game like deer, elk, and antelope were hunted. Game birds, waterfowl, fish, and shellfish were other major food sources that thrived in the nearby sloughs and marshes of San Francisco Bay (Milliken 1995:16-18; Levy 1978).

Ohlone society was organized in local tribes of 200-400 people living in semi-permanent villages, with tribelets controlling fixed territories averaging 10 to 12 miles in diameter (Milliken *et al.* 2007). Shoup and Milliken (1999:8) note that local tribes "were clusters of unrelated family groups that formed cooperative communities for ceremonial festivals, for group harvesting efforts, and – most importantly – for interfamily conflict resolution." Hereditary village leaders, who could be male or female, played an important role in conflict resolution, receiving guests, directing ceremonies, organizing food-gathering expeditions, and leading war parties but did not otherwise exercise direct authority (Levy 1978:487). Despite their autonomy, intermarriage between tribelets appears to have been frequent (Milliken 1995:22-24).

Ohlone residences were typically round, domed or conical thatch homes on a frame of poles or branches, with a hearth in center of the floor and corresponding smoke hole in the roof (Kroeber 1925:219). Sweathouses, dance enclosures, and assembly houses are also attested. Material culture included complex decorative and utilitarian basketry, shell ornaments, tule boats, feather nets, hair decorations and jackets, and a full suite of bone and stone tools. Tattooing of face, hands, and neck is attested in early ethnographic accounts (Levy 1978:493-493; Byrd et al. 2017). Ohlone peoples consumed a varied diet, with acorns from a range of oak species (Coast Live, black, tanbark) a staple food and buckeye, laurel, and hazelnuts playing a secondary role. Seeds including chia, pine nuts, and a range of grass seeds were harvested: soldiers on the 1776 Anza expedition were fed a kind of "tamale" made of seeds at several Ohlone villages (Milliken 1995:33-34). Berries such as blackberries, strawberries, madrone, grapes, and toyon were also eaten, as were a range of roots (Levy 1978:491). For animal resources people looked both to the Bay for fish, shellfish, waterfowl, and sea mammals, and to the plains and foothills for larger animals such as deer and elk.

The Huchiun spoke the Chochenyo dialect of the Ohlone language, which was spoken along the eastern shore of San Francisco Bay prior to 1770. Ohlone dialects formed a continuum from Richmond south to Hollister, where nearby groups could easily understand each other's speech; communities living near speakers of other language groups, such as Coast Miwok, Bay Miwok, or Yokuts were often bilingual and frequently intermarried (Milliken et al. 2007; Golla 2007:75). Ohlone/Costanoan, which is closely related to the Miwok languages, is a branch of the Yok-Utian subfamily of the Penutian languages, which are spoken along the Pacific Coast from Central California to southeast Alaska. Penutian speakers seem to have entered central California from the northern Great Basin around 4000-4500 years ago and arrived in the San Francisco Bay Area about 1500 years ago, displacing speakers of Hokan languages (Golla 2007:74). This movement

may be correlated with the spread of the Windmiller pattern of material culture into the Coast Ranges and San Francisco Bay area (Moratto 1984:553; Levy 1978:486).

History

Early History

At the opening of the historic period, the plan area appears to have been sparsely inhabited, with the main Huchiun villages located near Richmond. Crespí, passing through the coastal East Bay in late March of 1772, noted that "neither in this march nor in the preceding one have we seen a single heathen, and very few tracks of them," though they met with people in the Richmond area to the north (quoted in Milliken 1995:291). Likewise, Font mentions no villages along the East Bay shore in his 1776 diary of the Anza expedition (Font 1776). It is possible, of course, that they simply did not see the nearest villages, especially if they were located at the base of the hills. The Huchiun population in 1790 was likely around 400 people (Milliken 1995:156).

Mission San Francisco was founded in 1776, but only a few Huchiun people moved to the mission in the initial years. In Fall 1794, however, the Huchiun migrated *en masse* to the mission, where 187 Huchiuns were baptized in just two weeks. Dismal conditions at Mission San Francisco caused a massive flight of converts from the mission in 1795, followed by Spanish military reprisals and forced return of converts by soldiers. Growing resistance to missionization and Spanish military reprisals sped the end of voluntary conversions (Milliken 1995:142-146). In 1797, Spanish military actions against native villages in the East Bay included attacks on three Huchiun villages and capture of numerous Huchiun resisters. Resistance was essentially quelled by 1801, as Milliken notes: "by the end of Summer 1801, the flat plains from the Santa Clara Valley north all along the east side of San Francisco Bay to the present Richmond area were devoid of native villages, with the exception of the San Leandro Creek Jalquin (Yrgin) regions" (Milliken 1995:171).

Missionization was a disaster for the native people of the region. Disease, dietary deficiency, declining birth rate, and military conflict resulted in an almost 80% population decline by 1832. This population loss, the mingling of ethnic groups at the missions, and the discouragement of traditional social practices resulted in the almost total disintegration of traditional lifeways. After secularization of the missions in the 1830s, some native people went to work on nearby ranchos, perhaps gravitating to home lands, but there is little information available about Indian life in this period.

Rancho San Antonio

In the late Spanish and Mexican periods, the plan area lay within Rancho San Antonio, which had been granted in 1820 to Luis Maria Peralta, who had come to California in 1776 with the Anza expedition. The rancho stretched over 43,000 acres, from Albany in the north to San Leandro Creek in the south (Beck and Haase 1974:30). In 1842, Luis Peralta divided the ranch among his sons, with José Domingo receiving what is today Berkeley and Albany and José Vicente receiving what is now Emeryville, North and West Oakland, and Piedmont (Figure 3; Hoover et al. 1990:9). The plan area lay almost equidistant between Domingo Peralta's adobe home on Codornices Creek and Vicente's home on Temescal Creek. In the wake of the California Gold Rush, the Peralta family was plagued by squatters who overran rancho land, sometimes violently (Hoover et al. 1990:10, 13). Domingo Peralta sought to have his property confirmed in United

States courts, but internal family in-fighting and squatters kept the family in the courts for many years, which "helped to destroy the Peralta patrimony" (Hoover et al. 1990:13).

Figure 3. 1853 Map of Rancho San Antonio, showing subdivision of the Rancho. Temescal Creek is at right, with Strawberry Creek at left (Kellersberger 1853).

Early American Settlement

The US acquired California from Mexico through the Treaty of Guadalupe Hidalgo in 1848. Weeks before the treaty was signed, gold was discovered along the American River, sparking the Gold Rush. Immigrants flooded into the territory and those arriving by sea traveled through the Bay Area and the Central Valley to gold fields in the Sierra Nevada. By the end of 1849, San Francisco's population had grown from five or six hundred to 25,000. This massive influx of population help push California into statehood in 1850 and had profound impacts upon the East Bay as new arrivals moved across the bay and established the beginnings of future cities like Berkeley.

Although Domingo Peralta's land was finally confirmed to him in 1877, Francis Kittredge Shattuck (who had failed to strike it rich in the gold fields) and his three business partners William Hillegass, George M. Blake, and James Leonard filed a pre-emptive claim on 640 acres of Peralta's land in the early 1850s. Shortly thereafter, Domingo Peralta sold off most of his land to four San Franciscans (Hall McAllister, Richard P. Hammond, Lucien Hermann, and Joseph K. Irving) who

eventually subdivided and sold the former rancho land. The land that Shattuck, Hillegass, Blake, and Leonard claimed, and eventually obtained legally, included the area along the Adeline corridor north of Russell Avenue (Ferrier 1933:25-27; Wollenberg 2008:10ff).

James Leonard reportedly farmed most of those 640 acres and established his homestead on Blake Street (between Ellsworth and Dana streets) in the early 1850s, where he grew grain. In 1860, Leonard established an east-west road just north of his home – initially called Leonard road, it became known as Dwight Way by 1874 (Comstock 2013:25). Other early landowners along the Adeline corridor included farmer Mark Ashby, who owned land much of the land fronting the east side of Adeline between Russell and Woolsey by the early 1860s, and Edward Harmon, who purchased a 135-acre tract of farmland adjacent to the Ashby farm east of Adeline (City of Berkeley 1988:254). Located outside the boundaries of the City of Berkeley at the time, much of the land along and around the Adeline corridor remained agricultural during the next thirty years.

Development of the Adeline Corridor : 1870s-1900

The construction of the Central Pacific Railroad (CPRR), the nation's first transcontinental railroad, in 1869 also impacted the growth of Berkeley. Shattuck persuaded CPRR to construct a spur line into Berkeley from the railroad's Oakland Terminal. The Berkeley Branch Railroad organized in 1875 as a subsidiary of the Central Pacific, and laid a single track from the Northern Railroad line in Emory's (now Emeryville) to Lorin (at the present-day intersection of Adeline and Alcatraz), where it continued northeast along Adeline Street to Shattuck Avenue. The line then ran along Shattuck Avenue into northern Berkeley, reaching University Avenue in 1876 (Figure 1). Along Adeline, the train had four stops: between present-day 62nd and 63rd streets, at Alcatraz Avenue (referred to as the Lorin station), between Russell Street and present-day Ashby Avenue (known as Newbury station), and at Dwight Way. The line eventually merged with the Southern Pacific Railroad (SPRR) system in 1898 (Wollenberg 2008; Ford 1977:49; Fernandez-Gray 2002:10).

The construction of the railroad spurred residential development adjacent to and in the immediate vicinity of its alignment, some of which would become Adeline Street (Figure 4). Edward Harmon subdivided his last holdings in the area (approximately 70 acres) just after the railroad was completed and during the next fifteen years constructed more than 50 homes for prospective buyers. Other subdivisions established by 1880 included the Blake Tract No. 2 (near what would be later known as Newbury station); Steel Tract (near the Dwight Way station); Regent Street-Homestead Tract (near the Lorin station); and the McKee Tract (by the 63rd Street station) (Smith 1880; Berkeley History Project 1983).

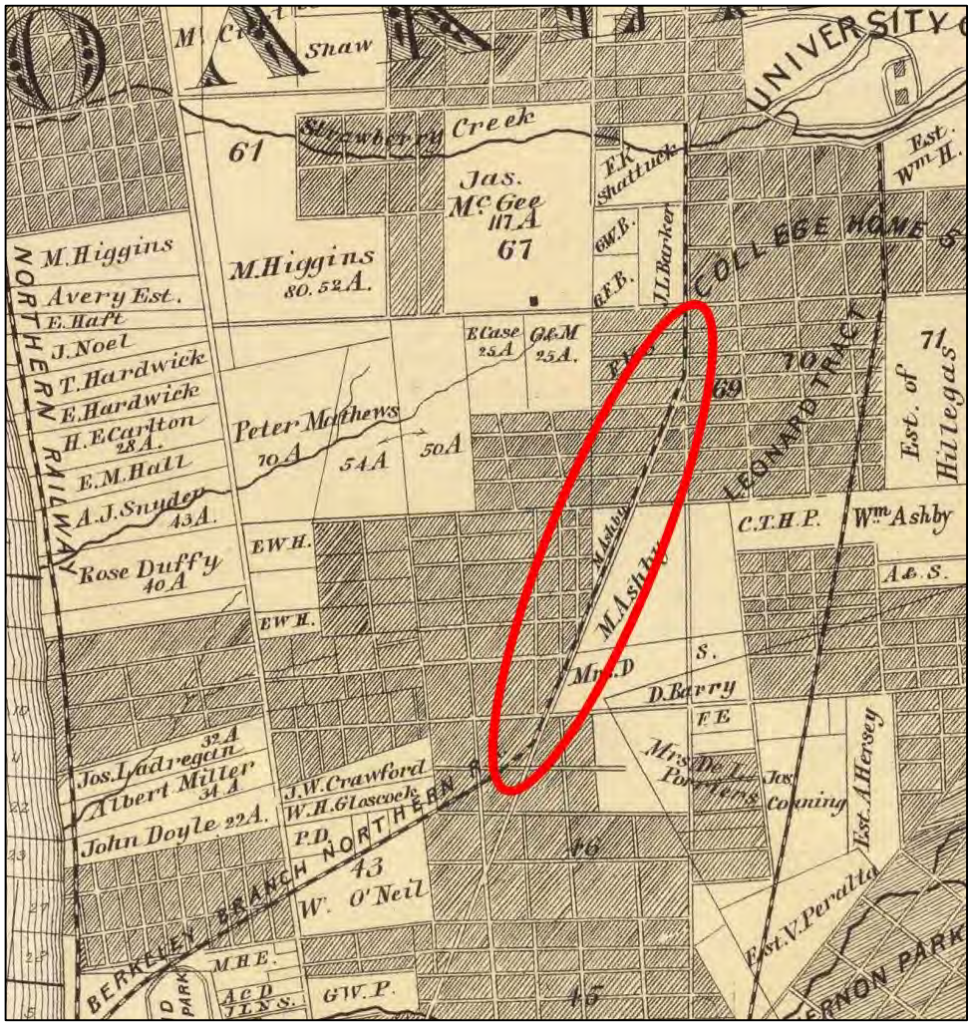

Figure 4. 1878 Thompson and West Map of Berkeley.

Mark Ashby also subdivided his land, creating the Newbury Tract along the east side of Adeline in 1882, which he expanded southward a year later. His land fronting the west side of Adeline became the Central Park subdivision in 1887. Developed by J. B. Whitcomb, the subdivision was touted as the "suburb of San Francisco" with paved streets, shallow wells, and rich soil; however, few lots sold. In contrast, by 1890 small villages had been established around the Newbury and Lorin stations. Lorin was the larger of the two hamlets with a population of approximately 700 people, and included a post office, several stores, a church, school, and approximately 150 dwellings. Many of these homes were one- to two-story wood-frame structures with wood siding that were constructed in the popular architectural styles of the time, such as Queen Anne and Colonial Revival. Berkeley annexed the two communities between 1891 and 1892. Shortly after its annexation, the Newbury station was renamed Ashby station (Thompson and West 1878; Berkeley Architectural Heritage 2004; City of Berkeley 1988:254).

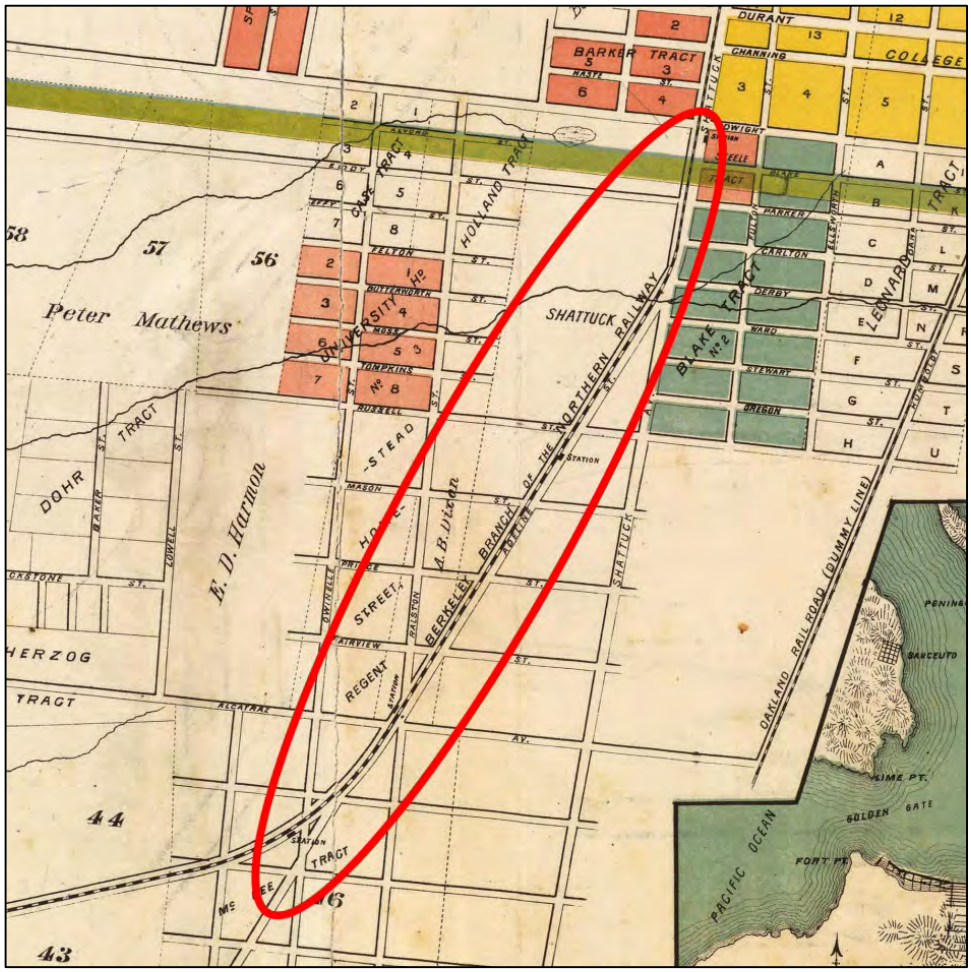

Figure 5. 1880 Carnall & Eyre Map of Berkeley.

Berkeley continued to expand in the latter years of the nineteenth century, encouraged in part by the addition of various infrastructure developments, including the arrival of electric rail transportation. Electric street cars began running on the Oakland Consolidated Street Railway's line that traversed Grove Street (present-day MLK Jr. Way) in 1891, gradually replacing horse-car and steam lines and improving transportation to Oakland. An additional Oakland Consolidated line ran along a portion of Adeline (between its intersection with Shattuck Avenue and Dwight Way) serving the Ashby station area. The Grove Street line's instant success spurred the construction of other electric railways, including what would become the Key System, an interurban railway that linked the cities of the East Bay with San Francisco. In 1903, the Key System's 'F' Line began running along the Adeline corridor (Wollenberg 2008; Berkeley Architectural Heritage 2004.)

Development of the Adeline Corridor : Twentieth Century

The Key System of electric street cars, coupled with the 1906 earthquake and fire that devastated San Francisco, influenced Berkeley's development in the early twentieth century. Like other East Bay communities, refugees from San Francisco and other areas that had sustained major damage inundated Berkeley. Many of these refugees became only temporary residents of the town, but the destruction of houses and businesses in San Francisco forced many of that city's displaced citizens

to establish new lives and residences elsewhere in the Bay Area. Thousands of these people settled in Berkeley. This massive influx had an enormous impact upon the city, and was marked by commercial and residential construction that transformed many of the remaining open areas in Berkeley into bustling neighborhoods and business districts (JRP 2005:45-47).

Figure 6. Adeline Street development as shown on topographic maps dated (from left to right) 1899, 1905, and 1915 (USCGS 1899, 1905; USGS 1915).

Development along the Adeline corridor was typical of the expansion effects throughout Berkeley, as the area transformed into a streetcar suburb during the first three decades of the twentieth century. A 1905 topographic map shows sporadic development along the corridor with building clusters around the community of Lorin, and around Ashby Avenue and Dwight Way (Figure 6). Many of the residential subdivisions, with the exception of those near Lorin and Dwight Way, were still undeveloped. Six years later, Sanborn Fire Insurance maps show the dramatic increase in buildings along the corridor within just a few years of the disaster. Most of the lots fronting Adeline between Dwight Way and Carlton Street included commercial buildings (stores, offices, laundries, liveries, and banks) by this time, with one- and two-story single-family residences along the adjacent blocks. Commercial buildings dominated the intersection of Ashby Avenue and Adeline and the blocks between Fairview and 63rd Streets. The land between Carleton and Russell Streets was still yet undeveloped with the exception of a SPRR freight depot and other railroad-related buildings (between Russell and Stuart Streets) and a handful of residences. Nearly one-third of the extant buildings with the plan study area were constructed during this post-earthquake recovery period. The remaining vacant lots that faced along the corridor were infilled with commercial and residential buildings during the 1920s and 1930s. As in the earlier period, residences still were mostly wood-frame construction but stucco siding was also used to clad these mostly one- and two-story buildings.

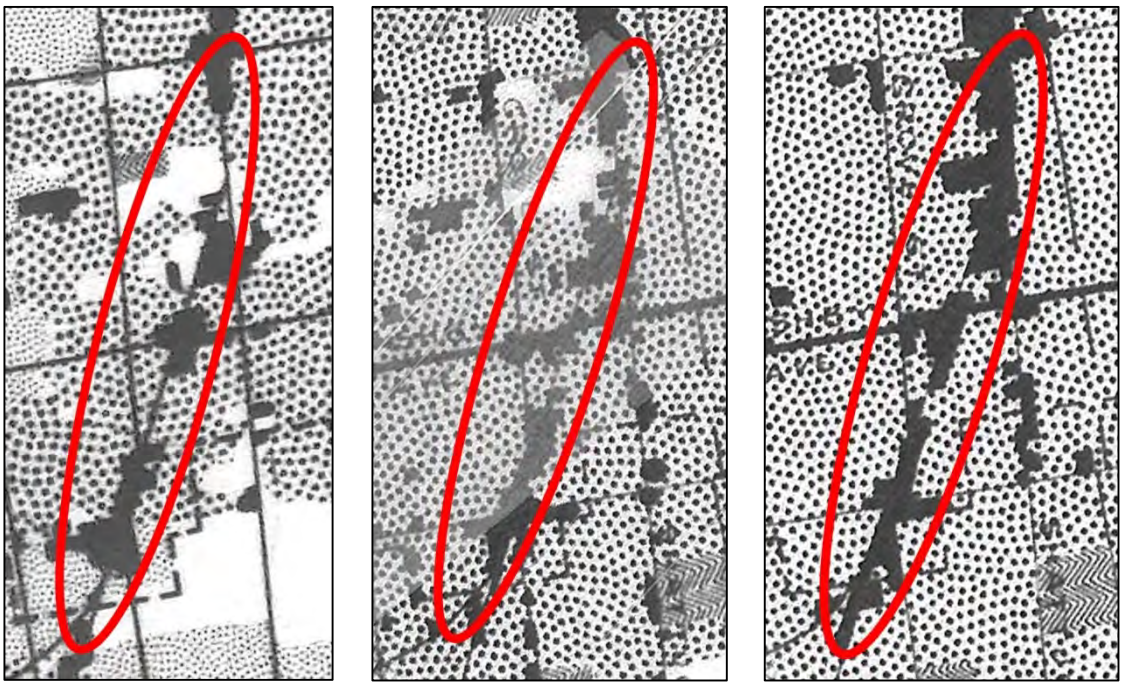

Figure 7. Land Use Pattern Maps showing development for the periods (from left to right) 1910-12, 1928-30, and 1949 (Branaman 1956).

The local street rail system in Berkeley declined significantly during the Great Depression, a result of the weak economy, slower population growth, and the increased popularity of the automobile. The SPRR's electric passenger operations ceased in 1941, leaving the Key System as the only surviving electric interurban transit provider in Berkeley. Around the Adeline corridor, the influx of workers during World War II stimulated a new wave of residential construction and many houses within the adjacent subdivisions were replaced with modest homes. Building along the Adeline corridor in this period reflected the influence of automobile culture. Along with corner service stations (some of which were established in the 1920s and 1930s), numerous auto repair and tire shops and sales showrooms sprang up predominantly between Dwight Way and Stuart Street during and after World War II. Rationing of gasoline during World War II led to a brief revived interested the Key System, however, after the war the patronage and profits plummeted. The system was eventually phased out in the 1950s and tracks removed from the Adeline corridor in favor of bus service.

From the 1950s through the 2010s, the northern part of the plan area along Shattuck Avenue continued to be characterized by a mix of retail and automotive-related businesses, while the portion of the plan area around Adeline was characterized by mixed commercial, retail, residential, and transportation uses. Most notably, the construction of the BART Ashby Station in 1969-1972 led to the removal of several blocks of buildings in the triangular area between Ashby Avenue, Martin Luther King Jr. Way, and Adeline Street.

ARCHITECTURAL SETTING

The extant built environment resources located within the plan study area reflect a broad spectrum of styles, types, and construction methods that reflect the historical development of the Adeline Corridor. While railroad tracks that once dominated the street between the 1870s through the 1950s have since been removed, and were generally replaced by wide landscaped center medians and/or diagonal street parking, the Adeline corridor generally retains its original width and use as a main thoroughfare. Overall, the built environment of the corridor is predominantly marked by modest one- and two-story commercial or mixed-use (residential over commercial) buildings that were constructed before 1970.

Figure 8. Nineteenth century Queen Anne-style residences at 2820 Adeline Street (left) and 2005 Stuart Street.

More than half of the buildings within the plan study area were constructed between 1880 and 1929, when Adeline Street became a main transportation corridor connecting Berkeley to Oakland and San Francisco via integrated ferry and rail services. Although small commercial and residential neighborhoods developed along Adeline Street during the nineteenth century, only a handful of buildings remain from that period today. Those that are extant are scattered across the plan study area. Most were constructed as relatively modest one to three-story, single-family residences in the Queen Anne style of architecture that was predominant at the time. Typical of Victorian Era residential styles, they have wood-frame construction, wood siding, hip and gable roofs, partial-width porches, and bay windows. While a few retain their Queen Anne ornamentation, such as patterned shingles, spindlework, and half timbering, many have been modified by installation of replacement siding, windows, roofing, and/or removal of some or all architectural ornamentation, or conversion of basement level into apartments. Examples of these buildings include 2820 Adeline Street, constructed in 1895, and 2005 Stuart Street, which was completed in 1895 (Figure 8).

Figure 9. Mission Revival-style residence at 1806 62nd Street (built in 1916) and the mixed-use Webb Block at 1895 Adeline Street (built in 1905).

The vast majority of buildings built prior to 1930 were constructed in the first two decades of the twentieth century as the area became a street car suburb. Structures constructed during this time reflect the new styles and construction materials of the period. Residential buildings display a variety of styles and stylistic influences, including Spanish Colonial Revival, Mission Revival, Craftsman, and Colonial Revival; however, most are modest examples of these types. Typically located along roads intersecting Adeline Street, these buildings still generally utilize wood-frame construction, but modern materials such as stucco also appear. Single-family structures are generally one or two stories, while apartment buildings are two to three stories in height. Extant buildings from this period include both single- and multi-family dwellings, and the predominant property types include commercial and mixed-use buildings, most of which front Adeline Street.

Similar to the residential buildings, many of the extant commercial buildings were built in period revival styles like Mission, Colonial, Spanish Colonial, and also Queen Anne. Those buildings that do not exhibit a specific architectural style often display a few typical Classical Revival details, such as bay windows and cornice modillions, as found on the mixed-use building at 1719-1721 63rd Street (Figure 10). Classical details are often imitated in patterned brick work. Building materials for commercial and mixed-use structures, which generally range in height from one to three stories, include wood-frame construction with wood, brick or stucco siding, brick construction, or hollow clay tile with brick or stucco cladding, and tiled roofs.

Figure 10. Mixed-use building at 1719-1721 63rd Street (built in 1907).

Nearly all of the known or potential historical resources within the plan study area, including buildings within two historic districts, were constructed before 1930, with the majority built in the first decade of the twentieth century. Examples of known historical resources include the Webb Block at 1895 Adeline Street (Figure 9), Clephane Corner Store at 3027 Adeline Street (Figure 11), Hull & Durgin Funeral Chapel and Little Chapel of the Flowers at 3031-3051 Adeline Street (Figure 12), and the Lorin Theater at 3332 Adeline Street.

Figure 11. Colonial Revival-style mixed-use building, 3027 Adeline Street, built in 1905.

Figure 12. Storybook/Tudor Revival style buildings at 3031-3051 Adeline Street, built in 1922.

Figure 13. Example of remnants of Classical Revival details on the heavily modified building at 2655 Shattuck Avenue.

Figure 14. 1920 Spanish Colonial Revival style commercial building at 3350 Adeline Street.

Many of the commercial and mixed-use buildings constructed in the 1930s and 1940s followed the general construction trends of the previous two decades, though other architectural styles like Storybook/Tudor Revival and Streamline Moderne are also found, as well as modern construction materials including concrete and steel. The Streamline Moderne Berkeley Iceland, located at 2727 Milvia Street, is one example of historical resources from this period (Figure 15).

Figure 15. Streamline Moderne Berkeley Iceland, 2727 Milvia Street, constructed in 1940.

Major developments since World War II in the plan area have included the Ashby BART station, opened in 1973, Berkeley Bowl at Oregon and Adeline (formerly Lucky Stores, 1970s), Harriett Tubman Terrace at Adeline and Russell (1970s), the Cooperative Center Federal Credit Union at Ashby and Adeline (1970s), the Ed Roberts Campus at Adeline and Woolsey (2004), and the Parker/Equinox apartment complex on Shattuck between Parker and Carleton (circa 2015).

HISTORICAL RESOURCES IN THE PLAN AREA

Twenty-five buildings within the plan area have been determined eligible for listing in the National Register of Historic Places or California Register of Historic Resources, and therefore are historic resources as defined in CEQA. Of these, only Berkeley Iceland (2727 Milvia Street, constructed 1940) is listed on the NRHP. Eight also have City of Berkeley Landmark status and one is a City of Berkeley Structure of Merit (see Table 1.2).

Most of the historic resources in the plan area are commercial or mixed use buildings constructed between 1900 and 1930. They are located in two major clusters: one near Adeline Street and Avenue, and the other at Adeline Street and Ashby Avenue, with several scattered structures along Adeline Avenue and Shattuck Avenue between Ashby Avenue and Dwight Way (Figure 16).

There are also three areas within the plan area which have been determined eligible as CRHR or NRHP historic districts by the OHP (Figure 17; OHP 2005, 2006). These include:

- The group of commercial buildings at intersection of Ashby Avenue and Adeline Street, including 1979 Ashby Avenue, 1985 Ashby Avenue (the Webb Block), 2970 Adeline Street, 2982 Adeline Street, 2990 Adeline Street (the Hoffman Building), 3021 Adeline Street, 3025 Adeline Street, and 3027 Adeline Street (the William Clephane Corner Store)
- The residential and commercial buildings in a streetcar suburb bounded by the south side of Ashby Avenue, the west side of Shattuck Avenue, the north side of Woolsey Street and east side of Adeline Street (excluding the Ed Roberts campus site). In this district, only the commercial buildings along the east side of Adeline Street between the Ed Roberts Campus and Ashby Avenue are within the plan area; these partly overlap with the district described above.
- 3250-3286 Adeline Street, on the west side of the street between Harmon Street and Alcatraz Avenue. These adjacent buildings include the India Block (3250 Adeline Street) and the South Berkeley Bank (3286 Adeline Street)

The City of Berkeley has not established these areas as City historic districts. However, since these areas have been determined eligible as historic districts, they are considered historical resources under CEQA.

A windshield survey by JRP Historical Consultants in 2015 identified four additional buildings that, if evaluated, might be found eligible for NRHP or CRHR (Table 1.3).

Table 1.2: Known Historical Resources

APN	Address	Year Built	Name	Status
54-1722-6	2750 Adeline St	1906	Frederick H. Dakin Warehouse	3S, BLM
53-1598-16	2970-2976 Adeline St	1905	Adeline St	3D
53-1598-17	2982 Adeline St	1910		3D
53-1598-18-1	2988-2990 Adeline St	1905	Hoffman Building	3D; BSOM
52-1592-16	3021 Adeline St	1901-02		3D
53-1592-15	3025 Adeline St	ca. 1901		3D
53-1592-14	3027 Adeline St	1905	William Clephane Corner Store	3D; BLM
53-1595-9-3	3031-3051 Adeline St	1922	Hull & Durgin Funeral Chapel & Little Chapel of Flowers	3S
53-1703-7	3061 Adeline St	1910		3D
52-1551-8-1	3192 Adeline St	1909	T.M. Lucks Nichelodeon	3S
52-1530-5	3228 Adeline St	1903	Carlson's Block	3S; BLM
52-1531-1	3250 Adeline St	1903	India Block	3B; BLM
52-1531-2	3258 Adeline St	1923		3D
52-1531-3	3264 Adeline St	1925		3D
52-1531-4-2	3278 Adeline St	1928		3D
52-1531-5	3280 Adeline St	1953		3D
52-1531-6	3286 Adeline St	1906	South Berkeley Bank, Wells Fargo Bank	3B; BLM
52-1532-4-3	3332 Adeline St	1920	Lorin Theater	3S; BLM
53-1598-20	1979-1981 Ashby Ave	1907		3D
53-1598-19	1985 Ashby Ave	1905	Webb Block	3B; BLM
55-1823-13	2120-2122 Dwight Way	1905	Luther M. Williamson Building	3S
53-1703-1	1900 Essex St	1936		3D
52-1531-16	1808 Harmon St	1909	IT Theatre, Haws Plumbing	3S
54-1723-2	2727 Milvia St	1940	Berkeley Iceland	1S; BLM
55-1822-6	2526-2530 Shattuck Ave	1905	Berkeley French Laundry, The Hall, Washing Well	3D

1S: Individually listed in the NRHP & CRHR

3B: Eligible for listing in the NRHP or CRHR as an individual property and as a contributor to a historic district

3D: Eligible for listing in the NRHP or CRHR as a contributor to a historic district

3S: Eligible for listing in the NRHRP or CRHR as an individual property

BLM: City of Berkeley Landmark

BSOM: City of Berkeley Structure of Merit

Table 1.3: Potential Historical Resources*		
APN	Address	Year Built
52-1532-7	1719-1721 63rd Street	1907
52-1681-10-1	2820 Adeline Street	1895
52-1524-3	3350 Adeline Street	1920
54-1722-11	2005 Stuart Street	1895

*This table reflects potential significance for architectural merit and retention of integrity based on reconnaissance survey only.

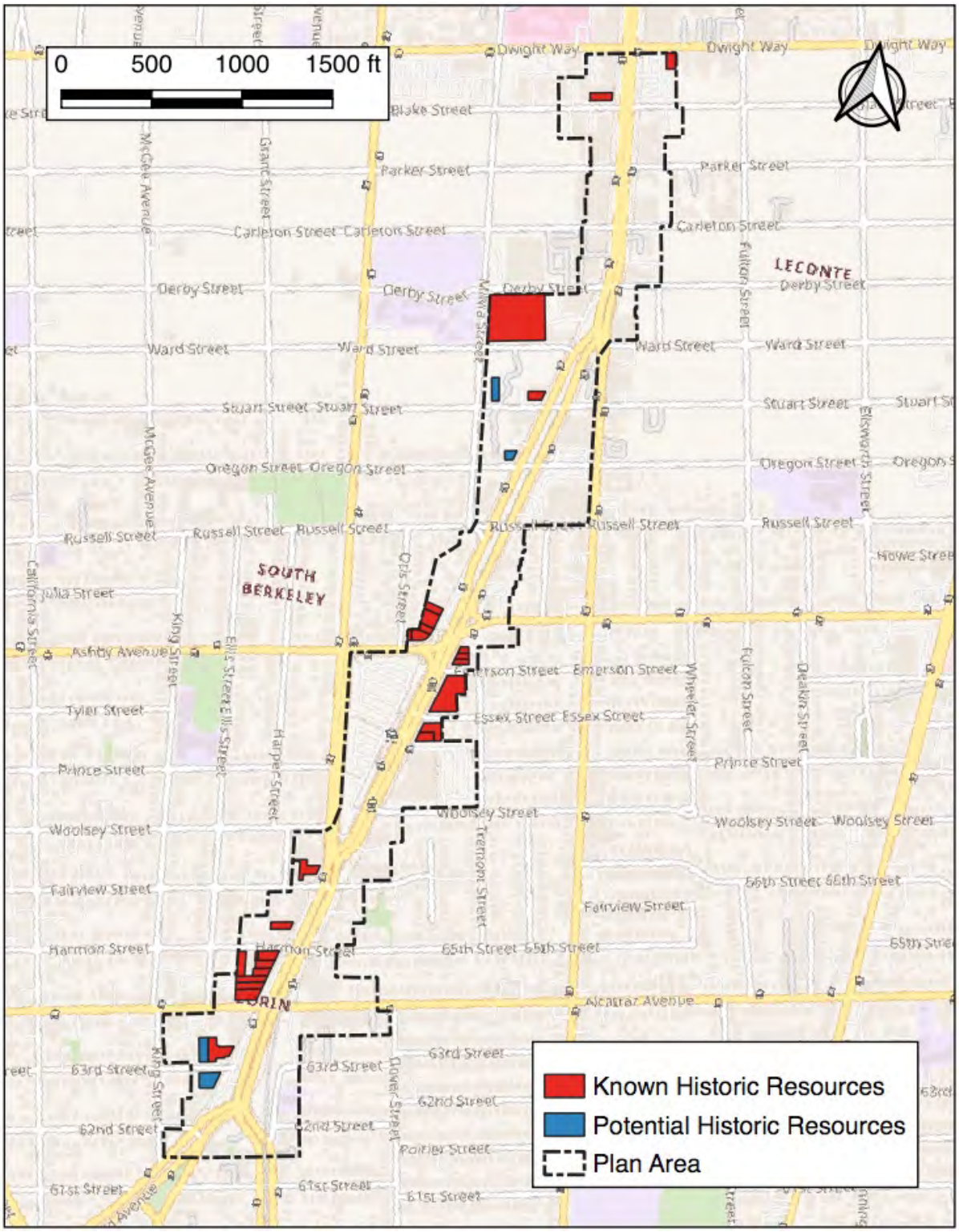

Figure 16. CEQA Historic Resources and Potential Historic Properties in the Plan Area

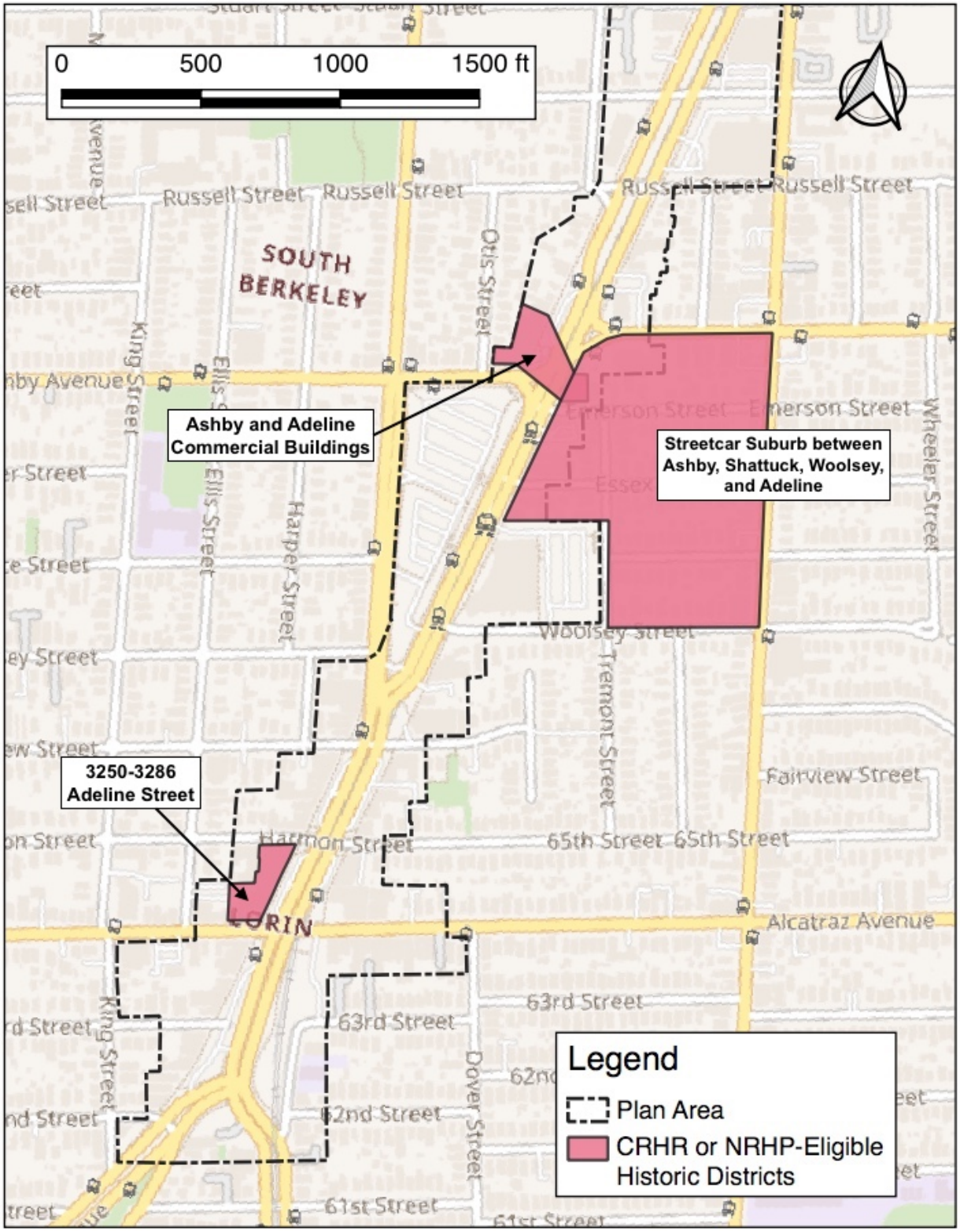

Figure 17. Areas determined eligible as CRHR or NRHP Historic Districts within the Plan Area. Note that these areas have not been designated as historic districts by the City of Berkeley.

ARCHAEOLOGICAL SENSITIVITY OF THE PLAN AREA

Archaeological Survey

In August-September, 2018 the plan area was surveyed by an archaeologist meeting the Secretary of the Interior's Standards. All visible soil was inspected for indicators of archaeological deposits such as historic artifacts, prehistoric artifacts, shell, bone, and dark midden soil. No cultural resources were identified on the survey. The project corridor is heavily urbanized and over 95% covered by impervious surfaces. Soil could only be inspected in planters, medians, landscaping, and around the roots of street trees. Where visible, soils in the plan area are clay silts, silty clays, and loams with varying proportions of silt and clay. Soils are dark greyish brown to dark yellowish brown in color (Munsell 10YR 4/2 to 4/4) in color and contain little rock.

Figure 18. Survey Conditions.

Top left: Adeline St and Woolsey St, looking north. Top right: Alcatraz Avenue, looking east toward MLK Jr. Way. Bottom left: Shattuck Ave at Derby St, looking south. Bottom right: Shattuck Ave and Adeline St, looking South

Archaeological Sensitivity Analysis

Since most of the plan area is covered with impervious surfaces, it is hard to identify archaeological sites from surface survey. However, deeply-buried prehistoric sites with no surface indicators are found throughout the San Francisco Bay Area, ranging from 550 to over 8,000 years old. Such sites were often buried by alluviation that accompanied the rapid rise in sea level since the end of the last ice age, and by filling, erosion, and deposition processes in the historic period.

To assess the archaeological sensitivity of the plan area, the attractiveness of the area for prehistoric settlement, the nature of historic activities in the area, and the degree of previous soil disturbance

must be considered. Places that are relatively flat, have easy access to fresh water, and are covered with young Holocene-era soils are more likely to contain prehistoric archaeological deposits than steep slopes or areas far from water (Meyer and Kaijankonski 2017). The plan area is largely flat and covered in late Holocene alluvial soils, and Derby Creek once flowed west-southwest through the plan area at Derby Street (Helley and Graymer 1997; Oakland Museum 2000). However, Derby Creek appears to have been a seasonal drainage rather than a perennial watercourse, as is not shown on early maps (Kellersberger 1853), while Temescal and Strawberry Creeks are clearly delineated. The lack of access to year-round water supplies in the plan area therefore gives the area low sensitivity for buried prehistoric archaeological sites.

Historic activities can also create archaeological deposits. Before the advent of municipal trash collection after 1900, residents disposed of domestic trash in outdoor privies, pits in the backyard, or by burning. These activities often created deposits of historic artifacts. However, such deposits tended to be located behind residential or commercial buildings. The street layout of the plan area was established in the 1870s and largely predates residential or commercial development in the area, making it unlikely that historic archaeological deposits or building foundations would be found within the public right-of-way (that is, streets or sidewalks). However, the long history of rail transportation and infrastructure along Adeline Street and Martin Luther King Junior Way makes it possible that buried elements related to these uses – such as rails, ties, or signal apparatus – might be present underground.

Figure 19. Utility trench at Adeline St and Harmon St. Note presence of trench sand, several layers of asphalt surface, and utilities 3-4 feet below ground surface.

These assessments should bear in mind, however that the Adeline Street corridor was deeply excavated in 1967-1971 to construct the BART Richmond-Warm Springs line, which runs underground beneath Adeline Street and Shattuck Avenue for the whole length of the plan area, with a below-grade station and parking lot between Ashby Avenue, MLK Jr. Way, and Adeline Street. The travel lanes within these areas, therefore have no sensitivity for archaeological deposits. MLK Jr. Way and Adeline Street also house major subterranean utilities, including storm, sewer, water and gas lines (see Figure 19). Given this extensive disturbance, it is likely that few native soils remain under these main thoroughfares.

The low sensitivity of the plan area for buried prehistoric or historic archaeological deposits, combined with the extensive previous disturbance of the plan area, give the plan a low likelihood to affect previously unknown archaeological resources.

IMPACT ANALYSIS AND MITIGATION RECOMMENDATIONS

Regulatory Framework

Under CEQA, local agencies must consider whether projects will cause a substantial adverse change in the significance of a historical resource, which is considered to be a significant effect on the environment (California Public Resources Code §21084.1). A "historical resource" is a resource determined eligible for the NRHP, the CRHR, or local registers by a lead agency (CEQA Guidelines §15064.5), while a "substantial adverse change" can include "physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings" that impairs the significance of an historical resource in such a way as to impact its eligibility for Federal, State, or local registers. In most cases, whenever a project adversely impacts historic resources, a Mitigated Negative Declaration or Environmental Impact Report is required by CEQA Guidelines §15064.

The criteria used by the CRHR for determining eligibility are closely based on those developed by the National Park Service for the NRHP. Properties that meet one of four significance criteria are considered eligible for the CRHR:

1) association with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States; or
2) association with the lives of persons important to local, California, or national history; or
3) embodiment of the distinctive characteristics of a type, period, or method of construction, represents the work of a master, or possesses high artistic values; or
4) potential to yield, information important to prehistory or history of the local area, California, or the nation.

Potential Impacts to Cultural Resources

The plan area includes 25 built environment resources that are listed on or appear eligible for local, State, or Federal registers. Three historic districts are also present in the plan area. All of these resources are historic resources as defined in the CEQA Guidelines. Five more such properties appear eligible through survey evaluation but have not been evaluated in depth; evaluation may determine that these are resources under CEQA as well.

Under the new Specific Plan, a reasonable and conservative estimate of growth suggests that 1,450 housing units and 65,000 square feet of retail and commercial space could be constructed within the plan area. Since the exact timeline and nature of developments under the plan are uncertain, specific potential impacts to cultural resources cannot be assessed. However, the general types of potential impacts can be identified.

For built environment resources, activities that cause a substantial adverse effect on the significance of a historical resource constitute an effect on the environment. Demolition is the most serious potential impact and would require mitigation efforts. More likely, however, is that projects under the plan might implement historic properties' integrity of setting, feeling, or association. Integrity of setting refers to the physical environment of a historic property as it relates to the character of a place. Integrity of feeling is the ability to evoke the "aesthetic or historic sense of a past period of time," while integrity of association is the link between a property and the event or person, event, or trend for which it is significant. For example, projects implemented under the plan might cause

an adverse effect if new buildings with different size, shape, massing, or materials impacted the historic feeling of a block or group of buildings by introducing new and contrasting aesthetics.

Finally, the project might lead to development that discovers previously unknown archaeological deposits.

Mitigation Recommendations

Because the specific impacts of the Specific Plan are yet unknown, it is not possible to provide detailed mitigation recommendations. However, we can recommend general measures to ensure that projects implemented under the Plan minimally affect cultural resources.

Planning guidelines should help new development avoid impacting the integrity of historic properties, landscape features, and districts. Existing themes in the City's Urban Design and Preservation Element may help in this process. These include:

- Neighborhood Character: Protect the character of neighborhoods and districts by preserving interesting features, encouraging adaptive reuse of historic and architecturally interesting buildings, and encouraging context sensitive design related to height, massing, materials, color and details (Policy UD-3, 5, 6, 8, 16, and 17).
- Alterations and New Development: Ensure architectural, historic, and context compatibility while incorporating features to stimulate the eye and invite interest (Policy UD-20, 21, 24, and 25).

In addition, the City's Landmarks Preservation Commission is given regulatory powers over City-designated historic properties (including Landmarks, Structures of Merit, or Historic Districts) as set forth in Chapter 3.24 of the Berkeley Municipal Code. Finally, the Historic Element of the 1990 South Berkeley Area Plan stresses preservation and enhancement of historically valuable buildings. Implementation of these existing policies and plans is an important first step to mitigate potential impacts on historic resources.

No archaeological resources are known in the plan area. In the event that previously unknown prehistoric and/or historic deposits are encountered during construction, work near the discovery should stop until the resource can be evaluated by a qualified archaeologist, as discussed at CEQA Guidelines section 15064.5(f).

In the event that human remains are found, work will stop and the Alameda County Coroner will be contacted. If remains are determined to be Native American, the California Native American Heritage Commission (NAHC) will be notified to identify the Most Likely Descendent (MLD), in accordance with section 7505.5(c) of the California Health and Safety Code and CEQA Guidelines section 15064.5(e)(1). The MLD will advise the City of Berkeley in the preferred manner of exhumation, exposure, removal, and reburial of all human remains and associated grave goods.

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Appendix A: Northwest Information Center Record Search

CALIFORNIA HISTORICAL RESOURCES INFORMATION SYSTEM

ALAMEDA
COLUSA
CONTRA COSTA
DEL NORTE
HUMBOLDT
LAKE
MARIN
MENDOCINO
MONTEREY
NAPA
SAN BENITO
SAN FRANCISCO
SAN MATEO
SANTA CLATA
SANTA CRUZ
SOLANO
SONOMA
YOLO

Northwest Information Center
Sonoma State University
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Rohnert Park, California 94928-3609
Tel: 707.588.8455
nwic@sonoma.edu
http://www.sonoma.edu/nwic

9/11/2018 NWIC File No.: 18-0321

Daniel Shoup
Archaeological/Historical Consultants
609 Aileen Street
Oakland, CA 94609

re: 18-16 Adeline Street Corridor Specific Plan

The Northwest Information Center received your record search request for the project area referenced above, located on the Oakland West USGS 7.5' quad(s). The following reflects the results of the records search for the project area and a 1/8th mile radius:

Resources within project area:	P-01-011052, 011462, 005144, 005115, 005368, & 010979.
Archaeological resources within 1/8th mile radius:	None
Reports within project area:	S-47747, 39692, 37476, 30243, 47280, 30277, 48161, 33504, 36525, & 43138.

Resource Database Printout (list):	☐ enclosed	☒ not requested	☐ nothing listed
Resource Database Printout (details):	☐ enclosed	☒ not requested	☐ nothing listed
Resource Digital Database Records:	☒ enclosed	☐ not requested	☐ nothing listed
Report Database Printout (list):	☐ enclosed	☒ not requested	☐ nothing listed
Report Database Printout (details):	☐ enclosed	☒ not requested	☐ nothing listed
Report Digital Database Records:	☒ enclosed	☐ not requested	☐ nothing listed
Resource Record Copies:	☐ enclosed	☒ not requested	☐ nothing listed
Report Copies:	☐ enclosed	☒ not requested	☐ nothing listed
OHP Historic Properties Directory:	☒ enclosed	☐ not requested	☐ nothing listed
Archaeological Determinations of Eligibility:	☐ enclosed	☐ not requested	☒ nothing listed
CA Inventory of Historic Resources (1976):	☐ enclosed	☒ not requested	☐ nothing listed
Caltrans Bridge Survey:	☐ enclosed	☒ not requested	☐ nothing listed
Ethnographic Information:	☐ enclosed	☒ not requested	☐ nothing listed
Historical Literature:	☐ enclosed	☒ not requested	☐ nothing listed
Historical Maps:	☐ enclosed	☒ not requested	☐ nothing listed

Local Inventories:	☐ enclosed	☒ not requested	☐ nothing listed
GLO and/or Rancho Plat Maps:	☐ enclosed	☒ not requested	☐ nothing listed
Shipwreck Inventory:	☐ enclosed	☒ not requested	☐ nothing listed

*Notes:

** Current versions of these resources are available on-line:

Caltrans Bridge Survey: http://www.dot.ca.gov/hq/structur/strmaint/historic.htm

Soil Survey: http://www.nrcs.usda.gov/wps/portal/nrcs/surveylist/soils/survey/state/?stateId=CA

Shipwreck Inventory: http://www.slc.ca.gov/Info/Shipwrecks.html

Please forward a copy of any resulting reports from this project to the office as soon as possible. Due to the sensitive nature of archaeological site location data, we ask that you do not include resource location maps and resource location descriptions in your report if the report is for public distribution. If you have any questions regarding the results presented herein, please contact the office at the phone number listed above.

The provision of CHRIS Data via this records search response does not in any way constitute public disclosure of records otherwise exempt from disclosure under the California Public Records Act or any other law, including, but not limited to, records related to archeological site information maintained by or on behalf of, or in the possession of, the State of California, Department of Parks and Recreation, State Historic Preservation Officer, Office of Historic Preservation, or the State Historical Resources Commission.

Due to processing delays and other factors, not all of the historical resource reports and resource records that have been submitted to the Office of Historic Preservation are available via this records search. Additional information may be available through the federal, state, and local agencies that produced or paid for historical resource management work in the search area. Additionally, Native American tribes have historical resource information not in the CHRIS Inventory, and you should contact the California Native American Heritage Commission for information on local/regional tribal contacts.

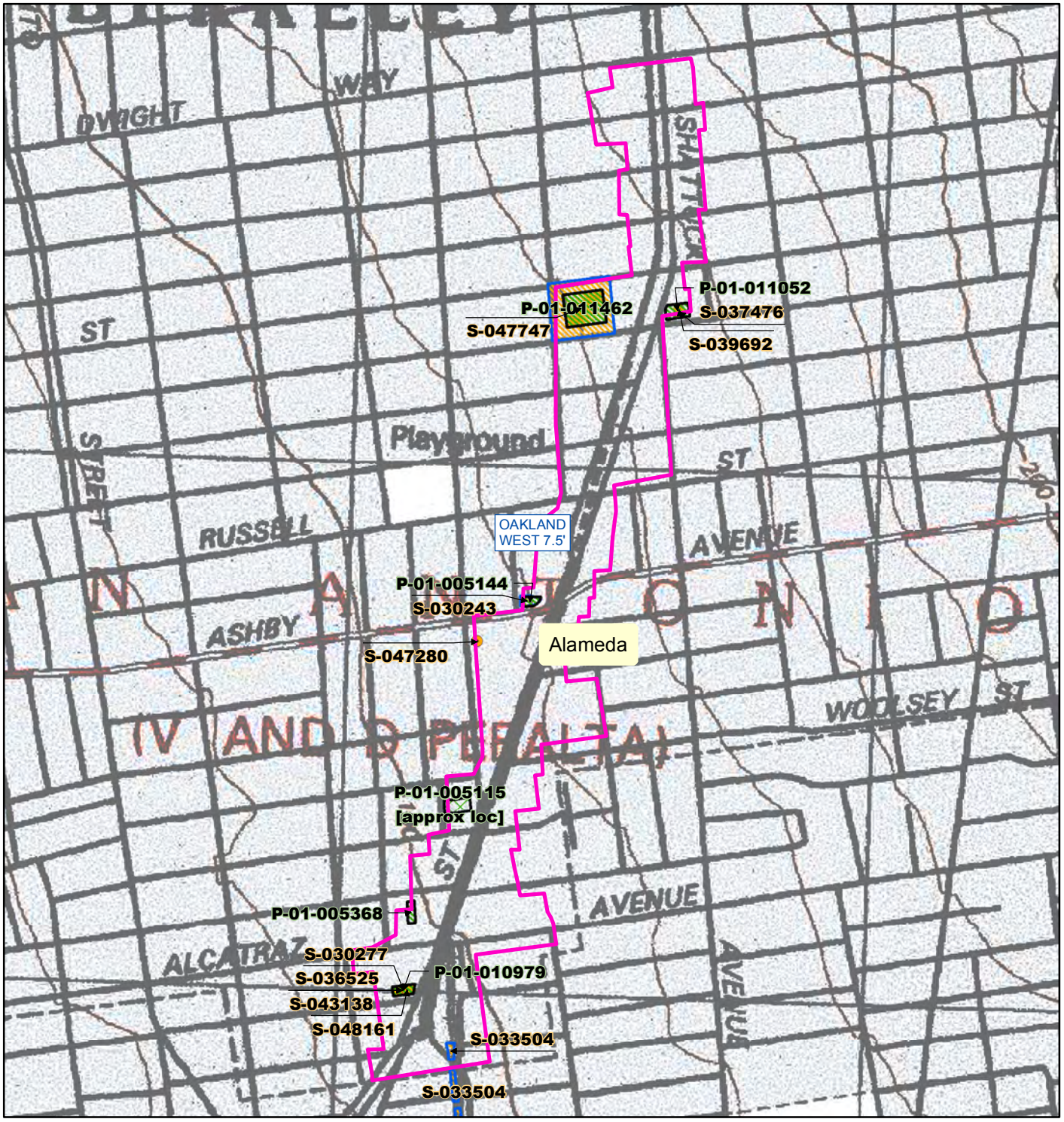
Should you require any additional information for the above referenced project, reference the record search number listed above when making inquiries. Requests made after initial invoicing will result in the preparation of a separate invoice.

Thank you for using the California Historical Resources Information System (CHRIS).

Sincerely,

Lisa C. Hagel
Researcher

18-16 Adeline Street Corridor Specific Plan



Northwest Information Center
File #18-0321, 7 September 2018, L. Hagel
May depict confidential cultural resource locations.
Do not distribute.

Feet: 0, 310, 620, 930, 1,240
Meters: 0, 60, 120, 180, 240, 300

N

PROPERTY-NUMBER	PRIMARY-#	STREET.ADDRESS.....	NAMES.....	CITY.NAME.....	OWN	YR-C	OHP-PROG..	PRG-REFERENCE-NUMBER	STAT-DAT	NRS	CRIT
012151	01-005107	2069 ADDISON ST	GOLDEN SHEAF BAKERY	BERKELEY	P	1905	HIST.RES.	NPS-78000644-0000	03/31/78	1S	
							HIST.SURV.	4701-0083-0000	01/01/78	1S	
012152	01-005108	2070 ADDISON ST	AMERICAN RAILWAY EXPRESS, SWEDBERG	BERKELEY	P	1895	HIST.SURV.	4701-0084-0000		3S	
012153	01-005109	2110 ADDISON ST	UNDERWOOD BLDG; VIRGINIA APTS, ADD	BERKELEY	P	1905	HIST.SURV.	4701-0085-0000		3S	
012154	01-005110	2113 ADDISON ST	TERMINAL PLACE	BERKELEY	M	1906	HIST.SURV.	4701-0086-0000		7N	
012155	01-005111	2119 ADDISON ST	HEYWOOD APARTMENTS	BERKELEY	P	1906	HIST.SURV.	4701-0087-0000		3S	
162967		2150 ADDISON ST	UNIVERSITY HALL PARKING STRUCTURE	BERKELEY	P	1961	PROJ.REVW.	FTA051227A	03/15/06	6Y	
162966		2199 ADDISON ST	UNIVERSITY HALL	BERKELEY	S	1959	PROJ.REVW.	FTA051227A	03/15/06	6Y	
012156	01-005112	3020 ADDISON ST	STADIUM GARAGE, STADIUM BODY SHOP	BERKELEY	P	1925	HIST.SURV.	4701-0088-0000		3S	
012157	01-005113	2750 ADELINE ST	FREDERICK H DAKIN WAREHOUSE	BERKELEY	P	1906	HIST.SURV.	4701-0089-0000		3S	
012158	01-005114	3031 ADELINE ST	HULL & DURGIN FUNERAL CHAPEL, MARM	BERKELEY	P	1922	HIST.SURV.	4701-0090-0000		3S	
162524		3140 ADELINE ST		BERKELEY	P	1924	PROJ.REVW.	HUD060519C	06/26/06	6Y	
162525		3163 ADELINE ST		BERKELEY	P	1911	PROJ.REVW.	HUD060519C	06/26/06	6Y	
162526		3175 ADELINE ST		BERKELEY	P	1916	PROJ.REVW.	HUD060519C	06/26/06	6Y	
012159	01-005115	3192 ADELINE ST	T M LUKES NICHELODEON, BERKELEY TR	BERKELEY	P	1909	PROJ.REVW.	HUD060519C	06/26/06	6Y	
							HIST.SURV.	4701-0091-0000		7N	
162527		3195 ADELINE ST		BERKELEY	P	1929	PROJ.REVW.	HUD060519C	06/26/06	6Y	
162528		3198 ADELINE ST		BERKELEY	P	1899	PROJ.REVW.	HUD060519C	06/26/06	6Y	
162529		3200 ADELINE ST	THOMAS HODGE BUILDING	BERKELEY	P	1905	PROJ.REVW.	HUD061012F	11/02/06	6Y	
							PROJ.REVW.	HUD060519C	06/26/06	6Y	
162530		3201 ADELINE ST	BLACK REPERTORY THEATER	BERKELEY	M	1987	PROJ.REVW.	HUD060519C	06/26/06	6Y	
162531		3212 ADELINE ST		BERKELEY	P	1911	PROJ.REVW.	HUD060519C	06/26/06	6Y	
162532		3213 ADELINE ST		BERKELEY	P	1915	PROJ.REVW.	HUD060519C	06/26/06	6Y	
162533		3216 ADELINE ST		BERKELEY	P	1910	PROJ.REVW.	HUD060519C	06/26/06	6Y	
162534		3217 ADELINE ST		BERKELEY	P	1904	PROJ.REVW.	HUD060519C	06/26/06	6Y	
162535		3222 ADELINE ST		BERKELEY	P	2003	PROJ.REVW.	HUD060519C	06/26/06	6Y	
162536		3225 ADELINE ST		BERKELEY	P	2003	PROJ.REVW.	HUD060519C	06/26/06	6Y	
012160	01-005116	3228 ADELINE ST	CARLSON'S BLOCK	BERKELEY	P	1904	PROJ.REVW.	HUD060519C	06/26/06	3S	AC
							HIST.SURV.	4701-0092-0000		3S	
162537		3234 ADELINE ST		BERKELEY	P	1911	PROJ.REVW.	HUD060519C	06/26/06	6Y	
162538		3240 ADELINE ST		BERKELEY	P	1904	PROJ.REVW.	HUD060519C	06/26/06	6Y	
012161	01-005117	3250 ADELINE ST	INDIA BLOCK	BERKELEY	P	1903	HIST.RES.	DOE-01-06-0001-0001	06/26/06	3B	AC
							PROJ.REVW.	HUD060519C	06/26/06	3B	AC
							HIST.SURV.	4701-0093-0000		3S	
162539		3253 ADELINE ST		BERKELEY	P	1995	PROJ.REVW.	HUD060519C	06/26/06	6Y	
162574		3258 ADELINE ST		BERKELEY	P	1923	HIST.RES.	DOE-01-06-0001-0002	06/26/06	3D	
							PROJ.REVW.	HUD060519C	06/26/06	3D	
162575		3264 ADELINE ST		BERKELEY	P	1925	HIST.RES.	DOE-01-06-0001-0003	06/26/06	3D	
							PROJ.REVW.	HUD060519C	06/26/06	3D	
069689	01-005927	3271 ADELINE ST		BERKELEY	P	1920	PROJ.REVW.	HUD060519C	06/26/06	6Y	
							PROJ.REVW.	HUD901019B	11/29/90	6Y	
162576		3278 ADELINE ST		BERKELEY	P	1928	HIST.RES.	DOE-01-06-0001-0004	06/26/06	3D	
							PROJ.REVW.	HUD060519C	06/26/06	3D	
162577		3284 ADELINE ST		BERKELEY	P	1953	HIST.RES.	DOE-01-06-0001-0005	06/26/06	3D	
							PROJ.REVW.	HUD060519C	03/26/06	3D	
012162	01-005118	3286 ADELINE ST	S BERKELEY BANK, WELLS FARGO BANK	BERKELEY	P	1908	HIST.RES.	DOE-01-06-0001-0006	06/26/06	3B	
							PROJ.REVW.	HUD060519C	06/26/06	3B	
							HIST.SURV.	4701-0094-0000		3S	
012163	~~01-005119~~	3332 ADELINE ST	LORIN THEATRE, NEW LORIN THEATRE,	BERKELEY	P	1914	HIST.RES.	DOE-01-03-0002-0000	02/05/03	6Y	
	01-010979						PROJ.REVW.	FCC030115A	02/05/03	6Y	
							HIST.SURV.	4701-0095-0000		3S	
012165	01-005121	43 ALAMO ST	STRINGHAM (ROLAND) HOUSE	BERKELEY	P	1928	HIST.SURV.	4701-0097-0000		3S	
090507	01-008128	1304 ALBINA ST	FIRST BERKELEY ADOBE SITE	BERKELEY	U		HIST.RES.	SPHI-ALA-002	08/29/69	7L	
119461	01-010236	1416 ALCATRAZ AVE		BERKELEY	P		HIST.RES.	DOE-01-95-0098-0000	08/30/95	6U	
							PROJ.REVW.	HUD950830F	08/30/95	6U	

PROPERTY-NUMBER	PRIMARY-#	STREET.ADDRESS.....	NAMES.....	CITY.NAME.....	OWN	YR-C	OHP-PROG..	PRG-REFERENCE-NUMBER	STAT-DAT	NRS	CRIT
119455	01-010230	1417 ALCATRAZ AVE		BERKELEY	P	1924	HIST.RES.	DOE-01-95-0092-0000	08/30/95	6U	
							PROJ.REVW.	HUD950830F	08/30/95	6U	
119460	01-010235	1418 ALCATRAZ AVE		BERKELEY	P	1914	HIST.RES.	DOE-01-95-0097-0000	08/30/95	6U	
							PROJ.REVW.	HUD950830F	08/30/95	6U	
119454	01-010229	1420 ALCATRAZ AVE		BERKELEY	P	1920	HIST.RES.	DOE-01-95-0091-0000	08/30/95	6U	
							PROJ.REVW.	HUD950830F	08/30/95	6U	
119456	01-010231	1421 ALCATRAZ AVE		BERKELEY	P	1907	HIST.RES.	DOE-01-95-0093-0000	08/30/95	6U	
							PROJ.REVW.	HUD950830F	08/30/95	6U	
119453	01-010228	1422 ALCATRAZ AVE		BERKELEY	P	1923	HIST.RES.	DOE-01-95-0090-0000	08/30/95	6U	
							PROJ.REVW.	HUD950830F	08/30/95	6U	
119452	01-010227	1424 ALCATRAZ AVE		BERKELEY	P	1926	HIST.RES.	DOE-01-95-0089-0000	08/30/95	6U	
							PROJ.REVW.	HUD950830F	08/30/95	6U	
119451	01-010226	1436 ALCATRAZ AVE		BERKELEY	P	1914	HIST.RES.	DOE-01-95-0088-0000	08/30/95	6U	
							PROJ.REVW.	HUD950830F	08/30/95	6U	
119450	01-010225	1444 ALCATRAZ AVE		BERKELEY	P	1956	HIST.RES.	DOE-01-95-0087-0000	08/30/95	6U	
							PROJ.REVW.	HUD950830F	08/30/95	6U	
069688	01-005926	1837 ALCATRAZ ST		BERKELEY	U	1920	PROJ.REVW.	HUD901019B	11/29/90	6Y	
012166	01-005122	ALLSTON WY	BERKELEY POST OFFICE	BERKELEY	F	1914	HIST.SURV.	4701-0098-0000		3S	
012167	01-005123	801 ALLSTON WY	WILLIAM SMIDT HOUSE, AURELIA QUIRO	BERKELEY	P	1892	HIST.SURV.	4701-0099-0000		3S	
012168	01-005124	808 ALLSTON WY	FREY HOUSE, NIEHAUS HOUSES ON ALLS	BERKELEY	U	1893	HIST.SURV.	4701-0100-0000		3S	
012169	01-005125	812 ALLSTON WY	SNHUSTER HOUSE, NIEHAUS HOUSES ON	BERKELEY	U	1893	HIST.SURV.	4701-0101-0000		3S	
175214		1255 ALLSTON WY		BERKELEY	P	1921	PROJ.REVW.	HUD090202E	02/27/09	6Y	
170793		1326 ALLSTON WY	CORPORATION YARD PARK STORAGE	BERKELEY	M		PROJ.REVW.	FEMA060412A	06/27/06	6Y	
170792		1326 ALLSTON WY	CORPORATION YARD FUEL ISLAND	BERKELEY	M	1993	PROJ.REVW.	FEMA060412A	06/27/06	6Y	
170790		1326 ALLSTON WY	CORPORTATION YARD MATERIAL STORAGE	BERKELEY	M		PROJ.REVW.	FEMA060412A	06/27/06	6Y	
170789		1326 ALLSTON WY	CORPORATION YARD SIGN SHOP	BERKELEY	M		PROJ.REVW.	FEMA060412A	06/27/06	6Y	
170796		1326 ALLSTON WY	CORPORATION YARD LAWN BOWLING CLUB	BERKELEY	M		PROJ.REVW.	FEMA060412A	06/27/06	6Y	
170791		1326 ALLSTON WY	CORPORATION YARD EQUIPMENT STORAGE	BERKELEY	M	1954	PROJ.REVW.	FEMA060412A	06/27/06	6Y	
170788		1326 ALLSTON WY	CORPORATION YARD GUARD HOUSE	BERKELEY	M		PROJ.REVW.	FEMA060412A	06/27/06	6Y	
170787		1326 ALLSTON WY	CORPORATION YARD KEY SHOP / JANITO	BERKELEY	M		PROJ.REVW.	FEMA060412A	06/27/06	6Y	
170786		1326 ALLSTON WY	CORPORATION YARD MEETING ROOM ADN	BERKELEY	M	1953	PROJ.REVW.	FEMA060412A	06/27/06	6Y	
170785		1326 ALLSTON WY	CORPORATION YARD WAREHOUSE (QUONSE	BERKELEY	M	1947	PROJ.REVW.	FEMA060412A	06/27/06	6Y	
170795		1326 ALLSTON WY	CORPORATION YARD LAWN BOWLING AND	BERKELEY	M		PROJ.REVW.	FEMA060412A	06/27/06	6Y	
170794		1326 ALLSTON WY	CORPORATION YARD PARKS MEETING ROO	BERKELEY	M		PROJ.REVW.	FEMA060412A	06/27/06	6Y	
096088	01-008314	1326 ALLSTON WY	CORPORATION YARD EQUIPMENT MAINTAI	BERKELEY	M	1930	PROJ.REVW.	FEMA060412A	06/27/06	6Y	
							HIST.RES.	DSA-01-SPS-3164	04/05/95	3S	C
096102	01-008317	1326 ALLSTON WY	CORPORATION YARD FACILITIES MAINTE	BERKELEY	M	1916	PROJ.REVW.	FEMA060412A	06/27/06	6Y	
							HIST.RES.	DSA-01-SPS-3165	04/05/95	6J	C
171496		1586 ALLSTON WY		BERKELEY	P	1930	PROJ.REVW.	HUD080401P	04/25/08	6Y	
119314	01-010218	1835 ALLSTON WY	BERKELEY CITY HALL ANNEX	BERKELEY	M	1925	HIST.RES.	NPS-98000963-0010	10/22/98	1D	AC
							NAT.REG.	01-0033	10/22/98	1D	AC
119307	01-010216	1930 ALLSTON WY	BERKELEY HIGH SCHOOL COMMUNITY THE	BERKELEY	D	1937	HIST.RES.	NPS-98000963-0006	12/03/98	1D	AC
							NAT.REG.	01-0033	12/03/98	1D	AC
165993		1980 ALLSTON WY	BERKELEY HIGH SCHOOL CAMPUS	BERKELEY			HIST.RES.	NPS-07001350-9999	01/07/08	1S	C
							NAT.REG.	01-0078	04/30/00	3S	C
119309	01-010217	2000 ALLSTON WY	BERKELEY UNITED STATES POST OFFICE	BERKELEY	F	1914	HIST.RES.	NPS-98000963-0008	12/03/98	1D	AC
							NAT.REG.	01-0033	12/03/98	1D	AC
119302	01-010215	2001 ALLSTON WY	BERKELEY YOUNG MEN'S CHRISTIAN ASS	BERKELEY	P	1910	HIST.RES.	NPS-98000963-0007	12/03/98	1D	
							NAT.REG.	01-0033	12/03/98	1D	
012170	01-005126	2018 ALLSTON WY	BERKELEY BPOE LODGE / ELKS CLUB	BERKELEY	P	1913	HIST.SURV.	4701-0102-0000		3S	
162973		2060 ALLSTON WY	SHATTUCK HOTEL	BERKELEY	P	1909	PROJ.REVW.	FTA051227A	03/15/06	2S2	C
162974		2108 ALLSTON WY	EDY'S CANDY/KPFA RADIO STATION	BERKELEY	P	1895	PROJ.REVW.	FTA051227A	03/15/06	2S2	AC
012171	01-005127	2116 ALLSTON WY	SITE OF BERKELEY FARMS CREAMERY, R	BERKELEY	P	1924	HIST.SURV.	4701-0103-0000		7N	
012172	01-005128	2121 ALLSTON WY	LEDERER ST / ZEUS BUILDING	BERKELEY	P	1938	HIST.SURV.	4701-0104-0000		7N	
012173	01-005129	2134 ALLSTON WY	BERKELEY COMMUNITY YWCA	BERKELEY	P	1938	HIST.SURV.	4701-0105-0000		3S	
012174	01-005130	2161 ALLSTON WY	SITE OF FIRST BAPTIST CHURCH, PLAY	BERKELEY	P	1938	HIST.SURV.	4701-0106-0000		7N	

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012175	01-005131	26 ALVARADO RD	ALEXANDER SCLATER HOUSE	BERKELEY	P	1910	HIST.SURV.	4701-0107-0000		3S	
012176	01-005132	215 ALVARADO RD	GEORGE H ATKINS HOUSE	BERKELEY	P	1916	HIST.SURV.	4701-0108-0000		3S	
012177	01-005133	220 ALVARADO RD	THE PILLSBURY HOUSE	BERKELEY	P	1928	HIST.SURV.	4701-0109-0000		3S	
012179	01-005135	1317 ARCH ST	ADM WILLAIM H. WHITING HOUSE, PROF	BERKELEY	P	1908	HIST.SURV.	4701-0111-0000		3S	
012180	01-005136	1320 ARCH ST	MOORE HOUSE	BERKELEY	P	1906	HIST.SURV.	4701-0112-0000		3S	
012181	01-005137	1324 ARCH ST	MRS. LAURA P. WILLIAMS HOUSE	BERKELEY	P	1910	HIST.SURV.	4701-0113-0000		3S	
012182	01-005138	1325 ARCH ST	KROEBER-SCHNEIDER HOUSE	BERKELEY	P	1906	HIST.SURV.	4701-0114-0000		3S	
012183	01-005139	1425 ARCH ST	G. L. CAMPBELL HOUSE, PAUL SCHINDF	BERKELEY	U	1910	HIST.SURV.	4701-0115-0000		3S	
012184	01-005140	1750 ARCH ST	JULIAN BRIED HOUSE	BERKELEY	P	1932	HIST.SURV.	4701-0116-0000		3S	
157397		59 ARDEN RD	WASHBURN, O. M., HOUSE	BERKELEY	P	1912	HIST.RES.	NPS-05000424-0080	10/21/05	1D	C
157398		65 ARDEN RD	PARKER, ALFRED, HOUSE	BERKELEY	P	1935	HIST.RES.	NPS-05000424-0081	10/21/05	1D	C
157399		70 ARDEN RD	GARDNER, ELEANOR, HOUSE AND GARAGE	BERKELEY	P	1939	HIST.RES.	NPS-05000424-0082	10/21/05	1D	C
157400		76 ARDEN RD	BRADLEY, H. W., HOUSE	BERKELEY	P	1925	HIST.RES.	NPS-05000424-0083	10/21/05	1D	C
157401		89 ARDEN RD		BERKELEY	P	1991	HIST.RES.	NPS-05000424-0084	10/21/05	6X	
157402		95 ARDEN RD		BERKELEY	P	1953	HIST.RES.	NPS-05000424-0085	10/21/05	1D	C
157404		100 ARDEN RD	HERSAM, ERNEST A., DETACHED GARAGE	BERKELEY	P	1915	HIST.RES.	NPS-05000424-0087	10/21/05	1D	C
157405		100 ARDEN RD	HERSAM, ERNEST A., RETAINING WALL	BERKELEY	P	1915	HIST.RES.	NPS-05000424-0088	10/21/05	1D	C
157403		100 ARDEN RD	HERSAM, ERNEST A., HOUSE	BERKELEY	P	1915	HIST.RES.	NPS-05000424-0086	10/21/05	1D	C
012185	01-005141	611 ARLINGTON AVE	WILLIAM M HULL HOUSE	BERKELEY	P	1930	HIST.SURV.	4701-0117-0000		3S	
012186	01-005142	833 ARLINGTON AVE	FREDERICK A. THOMAS HOUSE	BERKELEY	U	1905	HIST.SURV.	4701-0118-0000		3S	
084829	01-007661	ASHBY AVE	AQUATIC PARK	BERKELEY	M	1933	HIST.RES.	DOE-01-02-0243-0000	11/12/02	6Y	
							PROJ.REVW.	FHWA020924A	11/12/02	6Y	
							PROJ.REVW.	FHWA990527A	06/09/99	6Y	
							HIST.RES.	DOE-01-99-0040-0000	06/09/99	6Y	
							HIST.RES.	DOE-01-93-0003-0000	11/12/93	6Y	
							PROJ.REVW.	FHWA931007B	11/12/93	6Y	
139969		ASHBY AVE	BRIDGE #33-0190F / WEST-BOUND US 8	BERKELEY	S	1955	PROJ.REVW.	FHWA020924A	12/14/02		
							HIST.RES.	DOE-01-02-0244-0000	11/12/02	6Y	
							PROJ.REVW.	FHWA020924A	11/12/02	6Y	
153112		ASHBY AVE	BRIDGE #33-0101G, ROUTE 13/80 NORT	BERKELEY	M	1955	PROJ.REVW.	FHWA020924A	12/14/02	6Y	
092879	01-008199	303 ASHBY AVE		BERKELEY	P	1928	PROJ.REVW.	HUD941020G	11/21/94	6Y	
012187	01-005143	601 ASHBY AVE	KRE RADIO STATION	BERKELEY	P	1937	PROJ.REVW.	FHWA020924A	12/14/02		
							HIST.RES.	DOE-01-93-0002-0000	11/12/93	2S2	A
							PROJ.REVW.	FHWA931007B	11/12/93	2S2	A
							HIST.SURV.	4701-0119-0000		3S	
089861	01-008111	1331 ASHBY AVE		BERKELEY	P	1927	PROJ.REVW.	HUD940601A	06/30/94	6Y	
084846	01-007666	1364 ASHBY AVE		BERKELEY	P	1926	PROJ.REVW.	HUD940321M	04/20/94	6Y	
							PROJ.REVW.	HUD931116J	12/08/93	6Y	
119328	01-010224	1400 ASHBY AVE		BERKELEY	U	1924	HIST.RES.	DOE-01-95-0086-0000	04/11/95	6U	
							PROJ.REVW.	HUD950411C	04/11/95	6U	
175213		1508 ASHBY AVE		BERKELEY	P	1923	PROJ.REVW.	HUD090202D	02/27/09	6Y	
012188	01-005144	1985 ASHBY AVE	WEBB BLDG, HUDSON ANTIQUES	BERKELEY	P	1905	HIST.SURV.	4701-0120-0000		3S	
012190	01-005146	2821 ASHBY AVE	ALEXANDER CHISOLM HOUSE	BERKELEY	P	1907	HIST.SURV.	4701-0122-0000		3S	
012191	01-005147	2924 ASHBY AVE	ROGERS HOUSE, RASPILLER HOUSE	BERKELEY	P	1911	HIST.SURV.	4701-0123-0000		3S	
012189	01-005145	2733 ASHBY PL	MRS. C. L. GODDARD HOUSE, CAPTAIN	BERKELEY	P	1908	HIST.SURV.	4701-0121-0000		3S	
012178	01-005134	3016 AVALON AVE	SOPHIE B McDUFFIE HOUSE	BERKELEY	P	1915	HIST.SURV.	4701-0110-0000		3S	
012192	01-005148	BANCROFT WY	FRED TURNER BUILDING, BLACK SHEEP	BERKELEY	P	1939	HIST.SURV.	4701-0124-0000		3S	
012696	01-005652	BANCROFT WY	WURSTER HALL	BERKELEY	S	1964	HIST.SURV.	4701-0629-0000		3S	
012686	01-005642	BANCROFT WY	HEARST GYMNASIUM FOR WOMEN, CAMPUS	BERKELEY	S	1925	HIST.RES.	NPS-82004645-0000	03/25/82	1S	
							HIST.RES.	SHL-0946-0006	08/07/81	1CL	
							HIST.SURV.	4701-0618-0000		3S	
012697	01-005653	BANCROFT WY	STEPHENS MEMORIAL UNION, STEPHENS	BERKELEY	S	1922	HIST.SURV.	4701-0630-0000		3S	
012687	01-005643	BANCROFT WY	GEORGE C EDWARDS STADIUM/EDWARDS F	BERKELEY	S	1931	PROJ.REVW.	FTA051227A	03/15/06	2S2	
							HIST.RES.	NPS-93000263-0000	04/01/93	1S	

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							HIST.SURV.	4701-0619-0000		3S	
012193	01-005149	900 BANCROFT WY	FIJALKOWSKY'S GROCERY	BERKELEY	P	1889	HIST.SURV.	4701-0125-0000		3S	
089150	01-008067	941 BANCROFT WY		BERKELEY	P	1941	PROJ.REVW.	HUD940321N	04/20/94	6Y	
012194	01-005150	1027 BANCROFT WY	McDERMOTT'S MEAT MARKET, ROSE OF S	BERKELEY	P	1908	HIST.SURV.	4701-0126-0000		3S	
012195	01-005151	1125 BANCROFT WY		BERKELEY	P	1892	TAX.CERT.	537.9-01-0005	12/03/82	2D3	
							HIST.SURV.	4701-0127-0000		3S	
012196	01-005152	1129 BANCROFT WY		BERKELEY	P	1892	HIST.SURV.	4701-0128-0000		3S	
170190		1129 BANCROFT WY		BERKELEY	P	1900	PROJ.REVW.	HUD080226E	03/06/08	6Y	
177525		1140 BANCROFT WY		BERKELEY	P	1926	PROJ.REVW.	HUD091214D	01/07/10	6Y	
077181	01-006830	1833 BANCROFT WY		BERKELEY	U	1905	PROJ.REVW.	HUD920520C	06/18/92	6Y	
012197	01-005153	2105 BANCROFT WY	BERKELEY MASONIC TEMPLE/CROCKER BA	BERKELEY	P	1905	PROJ.REVW.	FTA051227A	03/15/06	2S2	AC
							HIST.RES.	NPS-82002162-0000	07/15/82	1S	
							HIST.SURV.	4701-0129-0000	07/15/82	1S	AC
							HIST.SURV.	4701-0129-0000		3S	
155089		2116 BANCROFT WY	PACIFIC TELEPHONE AND TELEGRAPH OF	BERKELEY	P	1925	PROJ.REVW.	FTA051227A	03/15/06	6Y	
							PROJ.REVW.	FCC050322B	08/30/05	2S2	AC
012198	01-005154	2126 BANCROFT WY	JUDGE WILLIAM WASTE & CLARK APARTM	BERKELEY	P	1913	PROJ.REVW.	FTA051227A	03/15/06	2S2	C
							HIST.SURV.	4701-0130-0000		3S	
012199	01-005155	2300 BANCROFT WY	ST MARK'S EPISCOPAL CHURCH	BERKELEY	P	1901	PROJ.REVW.	FTA051227A	03/15/06	2S2	AC
							HIST.SURV.	4701-0131-0000		3S	
012200	01-005156	2346 BANCROFT WY	GRAY GABLES, CANTERBURY FOUNDATION	BERKELEY	P	1902	HIST.SURV.	4701-0132-0000		3S	
161897		2362 BANCROFT WY	TRINITY METHODIST EPISCOPAL CHURCH	BERKELEY	P	1928	PROJ.REVW.	FTA051227A	03/15/06	2S2	C
							PROJ.REVW.	HUD060410F	04/12/06	6Y	
012201	01-005157	2400 BANCROFT WY	STILES HALL	BERKELEY	P	1949	HIST.SURV.	4701-0133-0000		7N	
012202	01-005158	2401 BANCROFT WY	FIRST UNITARIAN CHURCH/DANCE STUDI	BERKELEY	S	1898	PROJ.REVW.	FTA051227A	03/15/06	2S2	AC
							HIST.RES.	NPS-81000143-0000	12/10/81	1S	
							HIST.SURV.	4701-0134-0000	12/10/81	1S	AC
							HIST.SURV.	4701-0134-0000		3S	
162983		2428 BANCROFT WY	MUSICAL OFFERING AND CAFE/UNIVERSI	BERKELEY	P	1924	PROJ.REVW.	FTA051227A	03/15/06	6Y	
012203	01-005159	2434 BANCROFT WY	FOX CAMPUS THEATRE, CAMPUS BANCROF	BERKELEY	P	1925	HIST.SURV.	4701-0135-0000		7N	
162984		2470 BANCROFT WY	NED'S BOOK STORE/CAMPUS TEXTBOOK E	BERKELEY	P	1916	PROJ.REVW.	FTA051227A	03/15/06	6Y	
012204	01-005160	2626 BANCROFT WY	UNIVERSITY ART MUSEUM	BERKELEY	S	1967	NAT.REG.	01-0094	11/07/11	7J	
							HIST.SURV.	4701-0136-0000		3S	
012206	01-005162	2680 BANCROFT WY	THE COLLEGE WOMEN'S CLUB	BERKELEY	P	1928	PROJ.REVW.	SBA920410A	05/19/92	7K	
							HIST.RES.	NPS-82002157-0000	01/21/82	1S	
							HIST.SURV.	4701-0138-0000	01/21/82	1S	
							TAX.CERT.	537.9-01-0048		7K	
012207	01-005163	2700 BANCROFT WY	WESTMINSTER HOUSE, UNITAS-W HOUSE	BERKELEY	P	1926	HIST.SURV.	4701-0139-0000		3S	
012208	01-005164	2833 BANCROFT WY	RICHARD A. CLARK HOUSE, DAVIS HOUS	BERKELEY	S	1913	HIST.SURV.	4701-0140-0000		3S	
012688	01-005644	BARROWS LANE	PELICAN BLDG	BERKELEY	S	1956	HIST.SURV.	4701-0620-0000		3S	
012689	01-005645	BARROWS LANE	OLD POWER HOUSE	BERKELEY	S	1904	HIST.SURV.	4701-0621-0000		3S	
080732	01-006966	919 BATAAN AVE		BERKELEY	U	1942	PROJ.REVW.	HUD930319U	03/25/93	6Y	
153113		BAY ST	BAY STREET OVERCROSSING	BERKELEY	M	1954	PROJ.REVW.	FHWA020924A	12/14/02	6Y	
012209	01-005165	1321 BAY VIEW PL	J H SENGER	BERKELEY	P	1907	HIST.SURV.	4701-0141-0000		3S	
012210	01-005166	2700 BELROSE AVE	RANDOLF SCHOOL	BERKELEY	P	1910	HIST.SURV.	4701-0142-0000		3S	
012211	01-005167	2730 BELROSE AVE	ANNA HEAD HOUSE	BERKELEY	P	1911	HIST.SURV.	4701-0143-0000		3S	
012212	01-005168	2528 BENVENUE AVE	ARTHUR AYRES HOUSE	BERKELEY	P	1899	HIST.SURV.	4701-0144-0000		3S	
012213	01-005169	2555 BENVENUE AVE	CHARLES JOHN DICKMAN HOUSE	BERKELEY	P	1894	HIST.SURV.	4701-0145-0000		3S	
012205	01-005161	2603 BENVENUE AVE	DR. JUNE PAXON'S APARTMENT HOUSE,	BERKELEY	P	0	HIST.SURV.	4701-0137-0000		7N	
012214	01-005170	2620 BENVENUE AVE	HAMBLY HOUSE	BERKELEY	P	1908	HIST.SURV.	4701-0146-0000		3S	
012215	01-005171	2625 BENVENUE AVE	CHARLES J LINDGREN HOUSE, JONES HO	BERKELEY	P	1897	HIST.SURV.	4701-0147-0000		3S	
012216	01-005172	2628 BENVENUE AVE	JAMES W. ERWIN HOUSE	BERKELEY	P	1902	HIST.SURV.	4701-0148-0000		3S	
012217	01-005173	2631 BENVENUE AVE	LEWIS HICKS HOUSE, HAVENS HOUSE	BERKELEY	P	1901	HIST.SURV.	4701-0149-0000		3S	
012218	01-005174	2722 BENVENUE AVE	CHARLES A. EDWARDS HOUSE, THE ACAD	BERKELEY	P	1903	HIST.SURV.	4701-0150-0000		3S	
012219	01-005175	2811 BENVENUE AVE	C. A. WESTENBURG HOUSE	BERKELEY	P	1903	HIST.SURV.	4701-0151-0000		3S	
012220	01-005176	2933 BENVENUE AVE	WOODSUM HOUSE	BERKELEY	P	1907	HIST.SURV.	4701-0152-0000		3S	

PROPERTY-NUMBER	PRIMARY-#	STREET.ADDRESS.....	NAMES.....	CITY.NAME.....	OWN	YR-C	OHP-PROG..	PRG-REFERENCE-NUMBER	STAT-DAT	NRS	CRIT
012603	01-005559	BERKELEY SQUARE	DOWNTOWN BERKELEY SOUTHERN PACIFIC	BERKELEY	P	1906	HIST.SURV.	4701-0535-0000		7N	
012221	01-005177	100 BERKELEY SQUARE	GREYHOUND/TRAVEL SERVICE INC/KALDO	BERKELEY	P	1940	PROJ.REVW.	FTA051227A	03/15/06	6Y	
							HIST.SURV.	4701-0153-0000		7N	
012222	01-005178	124 BERKELEY SQUARE	FOX PHOTO/SQUARE FOUNTAIN	BERKELEY	P	1938	PROJ.REVW.	FTA051227A	03/15/06	2S2	
							HIST.SURV.	4701-0154-0000		3S	
012223	01-005179	134 BERKELEY SQUARE	SOUTHERN PACIFIC OFFICE	BERKELEY	P	1939	PROJ.REVW.	FTA051227A	03/15/06	6Y	
							HIST.SURV.	4701-0155-0000		7N	
184550		1736 BERKELEY WAY		BERKELEY	P	1907	PROJ.REVW.	HUD101116B	12/08/10	6Y	
012224	01-005180	1732 BERKELEY WY		BERKELEY	P	1909	HIST.SURV.	4701-0156-0000		7N	
012225	01-005181	1830 BERKELEY WY	JOHN LYNCH HOUSE, ANNA CASEY HOUSE	BERKELEY	P	1890	HIST.SURV.	4701-0157-0000		3S	
012226	01-005182	1918 BERKELEY WY	THE BAY COMMONS	BERKELEY	P	1905	HIST.SURV.	4701-0158-0000		3S	
012227	01-005183	2009 BERKELEY WY	DICK MOORE'S	BERKELEY	P	1880	HIST.SURV.	4701-0159-0000		3S	
096148	01-008327	2029 BERKELEY WY	ALAMEDA COUNTY FIRE STATION #2	BERKELEY	D	1964	HIST.RES.	DSA-01-SPS-3156	05/04/95	6J	
012228	01-005184	2053 BERKELEY WY	GEORGE MORGAN	BERKELEY	P	1904	HIST.SURV.	4701-0160-0000		3S	
012229	01-005185	2005 BERRYMAN ST	ST MARY MAGDALEN CHURCH	BERKELEY	P	1924	HIST.SURV.	4701-0161-0000		3S	
012230	01-005186	2033 BERRYMAN ST	JOHN G HOWELL HOUSE	BERKELEY	P	1914	HIST.SURV.	4701-0162-0000		3S	
080727	01-006961	1134 BLAKE ST		BERKELEY	U	1935	PROJ.REVW.	HUD930319P	03/25/93	6Y	
163387		1200 BLAKE ST		BERKELEY	P	1923	PROJ.REVW.	HUD060830G	09/01/06	6Y	
089154	01-008068	1211 BLAKE ST		BERKELEY	P	1922	PROJ.REVW.	HUD940321O	04/20/94	6Y	
089158	01-008069	1232 BLAKE ST		BERKELEY	P	1923	PROJ.REVW.	HUD940321P	04/20/94	6Y	
099928	01-008410	1236 BLAKE ST		BERKELEY	P	1923	HIST.RES.	DOE-01-96-0004-0000	01/03/96	6Y	
							PROJ.REVW.	HUD951130I	01/03/96	6Y	
171480		1342 BLAKE ST		BERKELEY	P	1946	PROJ.REVW.	HUD100406D	04/28/10	6Y	
							PROJ.REVW.	HUD080401N	04/25/08	6Y	
080733	01-006967	1624 BLAKE ST		BERKELEY	U	1906	PROJ.REVW.	HUD930319V	03/25/93	6Y	
087633	01-008030	1721 BLAKE ST		BERKELEY	P	1912	PROJ.REVW.	HUD931213g	02/24/94	6Y	
089160	01-008071	1729 BLAKE ST		BERKELEY	P	1923	PROJ.REVW.	HUD940321R	04/20/94	6Y	
069967	01-005947	1736 BLAKE ST		BERKELEY	U	1905	PROJ.REVW.	HUD910110D	01/29/91	6Y	
182332		1815 BLAKE ST		BERKELEY	P	1940	PROJ.REVW.	HUD110321D	04/20/11	6Y	
089161	01-008072	1904 BLAKE ST		BERKELEY	P	1919	PROJ.REVW.	HUD940321S	04/20/94	6Y	
012231	01-005187	2015 BLAKE ST	HANEY ICE CO	BERKELEY	P	1910	HIST.SURV.	4701-0163-0000		7N	
118780	01-010201	2125 BLAKE ST		BERKELEY	P	1961	HIST.RES.	DOE-01-98-0051-0000	10/22/98	6Y	
							PROJ.REVW.	HUD980813C	10/22/98	6Y	
118781	01-010202	2127 BLAKE ST		BERKELEY	P	1887	HIST.RES.	DOE-01-98-0052-0000	10/22/98	6Y	
							PROJ.REVW.	HUD980813C	10/22/98	6Y	
118782	01-010203	2131 BLAKE ST		BERKELEY	P	1963	HIST.RES.	DOE-01-98-0053-0000	10/22/98	6Y	
							PROJ.REVW.	HUD980813C	10/22/98	6Y	
118783	01-010204	2135 BLAKE ST		BERKELEY	P		HIST.RES.	DOE-01-98-0054-0000	10/22/98	6Y	
							PROJ.REVW.	HUD980813C	10/22/98	6Y	
012232	01-005188	2198 BLAKE ST	CAPTAIN J. WHITHAM HOUSE	BERKELEY	P	1889	HIST.SURV.	4701-0164-0000		3S	
012233	01-005189	2201 BLAKE ST	ALFRED BARTLETT HOUSE, BARTLETT HO	BERKELEY	P	1877	HIST.SURV.	4701-0165-0000		3S	
012234	01-005190	2415 BLAKE ST	GEORGE WILSON HOUSE	BERKELEY	P	1885	HIST.SURV.	4701-0166-0000		3S	
067395	01-005842	2141 BONAR ST	BERKELEY YOUTH ALTERNATIVES	BERKELEY	U	1929	PROJ.REVW.	HUD900424C	06/05/90	6Y	
081931	01-007023	2330 BONAR ST		BERKELEY	U	1925	PROJ.REVW.	HUD930421A	05/25/93	6Y	
012235	01-005191	1410 BONITA AVE	BRAKENRIDGE HOUSE, BONITA HOUSE	BERKELEY	P	1890	HIST.RES.	DOE-01-99-0076-0000	11/30/99	2S2	
							PROJ.REVW.	HUD991020H	11/30/99	2S2	
							HIST.SURV.	4701-0167-0000		3S	
012236	01-005192	1901 BONITA AVE	ANTON A. FINK HOUSE	BERKELEY	P	1891	HIST.SURV.	4701-0168-0000		3S	
012740	01-005696	1920 BONITA AVE		BERKELEY	P	1890	HIST.SURV.	4701-0673-0000		3S	
102969	01-008507	1410 BONITA ST		BERKELEY	P	1892	HIST.RES.	DOE-01-96-0009-0000	08/08/96	2S2	C
							PROJ.REVW.	HUD960717C	08/08/96	2S2	C
073806	01-006755	1918 BONITA ST	BERKELEY BAY COMMONS	BERKELEY	P	0	TAX.CERT.	537.9-01-0042	02/06/91	6X	
012237	01-005193	2315 BOWDITCH ST	CHRISTIAN SCIENCE BLDG	BERKELEY	P	1933	HIST.SURV.	4701-0169-0000		3S	
012238	01-005194	2323 BOWDITCH ST	B CARRINGTON HOUSE	BERKELEY	P	1893	HIST.SURV.	4701-0170-0000		3S	
012239	01-005195	9 BROOKSIDE AVE	WILLIAM CLEMENT HOUSE, AMBROSE HOU	BERKELEY	P	1925	HIST.SURV.	4701-0171-0000		3S	
012240	01-005196	16 BROOKSIDE AVE	HILDA PALACHE HOUSE	BERKELEY	P	1921	HIST.SURV.	4701-0172-0000		3S	

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012241	01-005197	20 BROOKSIDE AVE	MYRA PALACHE HOUSE, EMMA PALACHE H	BERKELEY	P	1918	HIST.SURV.	4701-0173-0000		3S	
012242	01-005198	26 BROOKSIDE AVE	MORTON GARBUS HOUSE, FRANCES TURNE	BERKELEY	P	1926	HIST.SURV.	4701-0174-0000		3S	
171497		1527 BUENA AVE		BERKELEY	P	1925	PROJ.REVW.	HUD080401O	04/25/08	6Y	
012243	01-005199	2704 BUENA VISTA WY	MATHEWSON HOUSE	BERKELEY	P	1916	HIST.SURV.	4701-0175-0000		3S	
012245	01-005201	2711 BUENA VISTA WY	THE STUDIO, SACK HOUSE	BERKELEY	P	1924	HIST.SURV.	4701-0177-0000		3S	
012248	01-005204	2717 BUENA VISTA WY		BERKELEY	P	1968	HIST.SURV.	4701-0180-0000		7N	
012246	01-005202	2733 BUENA VISTA WY		BERKELEY	P	1931	HIST.SURV.	4701-0178-0000		3S	
012691	01-005647	2745 BUENA VISTA WY	MAYBECK COTTAGE	BERKELEY	P	1924	HIST.SURV.	4701-0624-0000		3S	
012249	01-005205	2751 BUENA VISTA WY	WALLEN HOUSE	BERKELEY	P	1925	HIST.SURV.	4701-0181-0000		3S	
012250	01-005206	2753 BUENA VISTA WY		BERKELEY	P	1914	HIST.SURV.	4701-0182-0000		3S	
012251	01-005207	2780 BUENA VISTA WY	GANNON HOUSE	BERKELEY	P	1924	HIST.SURV.	4701-0183-0000		3S	
012247	01-005203	2800 BUENA VISTA WY	TEMPLE OF THE WINGS, BOYNTON HOUSE	BERKELEY	P	1913	HIST.SURV.	4701-0179-0000		3S	
012252	01-005208	2900 BUENA VISTA WY	HUME CLOISTER, HUME CASTLE	BERKELEY	P	1928	HIST.SURV.	4701-0184-0000		3S	
165846		1235 BURNETT ST		BERKELEY	P	1922	PROJ.REVW.	HUD070410I	04/12/07	6Y	
065276	01-005764	2213 BYRON ST	TRANSITIONAL HOUSING	BERKELEY	U		PROJ.REVW.	HUD870803A	08/03/87	6Y	
187025		1802 CALIFORNIA ST		BERKELEY	P	1907	PROJ.REVW.	HUD111024C	10/24/11	6Y	
161663		3234 CALIFORNIA ST		BERKELEY	P	1907	PROJ.REVW.	HUD060310D	03/10/06	6Y	
012253	01-005209	CAMPANILE WY	CLASS OF 1877 SUNDIAL	BERKELEY	S	1915	HIST.SURV.	4701-0185-0000		3S	
012705	01-005661	CAMPANILE WY	WHEELER HALL, CAMPUS DISTRICT	BERKELEY	S	1915	HIST.RES.	NPS-82004654-0000	03/25/82	1S	
							HIST.RES.	SHL-0946-0010	08/07/81	1CL	
							HIST.SURV.	4701-0638-0000		3S	
012254	01-005210	CAMPUS DR	DOE LIBRARY; MAIN LIBRARY (CAMPUS	BERKELEY	S	1907	HIST.RES.	NPS-82004639-0000	03/25/82	1S	
							HIST.RES.	SHL-0946-0012	08/07/81	1CL	
							HIST.SURV.	4701-0186-0000		3S	
012255	01-005211	1 CANYON RD	TORREY, FREDERIC, HOUSE	BERKELEY	P	1906	HIST.RES.	NPS-05000424-0034	10/21/05	1D	C
							HIST.SURV.	4701-0187-0000		3S	
157274		1 CANYON RD	TORREY, FREDERIC, BEAUX-ARTS STAIR	BERKELEY	P	1906	HIST.RES.	NPS-05000424-0035	10/21/05	1D	C
157275		5 CANYON RD	TORREY, H. B., GARAGE AND COTTAGE	BERKELEY	P	1935	HIST.RES.	NPS-05000424-0036	10/21/05	1D	C
157276		9 CANYON RD	HUTCHINSON, LINCOLN, GARAGE	BERKELEY	P		HIST.RES.	NPS-05000424-0038	10/21/05	6X	
012256	01-005212	9 CANYON RD	HUTCHINSON, LINCOLN, HOUSE / HAYES	BERKELEY	P	1908	HIST.RES.	NPS-05000424-0037	10/21/05	1D	C
							HIST.SURV.	4701-0188-0000		3S	
012257	01-005213	15 CANYON RD	RIEBER, CHARLES H., HOUSE	BERKELEY	P	1904	HIST.RES.	NPS-05000424-0039	10/21/05	1D	C
							HIST.SURV.	4701-0189-0000		3S	
157278		15 CANYON RD	RIEBER, CHARLES H., RETAINING WALL	BERKELEY	P	1904	HIST.RES.	NPS-05000424-0041	10/21/05	1D	C
157277		15 CANYON RD	RIEBER, CHARLES H., DETACHED GARAG	BERKELEY	P	1904	HIST.RES.	NPS-05000424-0040	10/21/05	1D	C
157279		33 CANYON RD	WHITNEY, ALBERT, HOUSE	BERKELEY	P	1907	HIST.RES.	NPS-05000424-0042	10/21/05	1D	C
157280		37 CANYON RD	HOUSE	BERKELEY	P	1969	HIST.RES.	NPS-05000424-0043	10/21/05	6X	
157281		39 CANYON RD	HOUSE	BERKELEY	P	1971	HIST.RES.	NPS-05000424-0044	10/21/05	6X	
157282		45 CANYON RD	O'CONNOR, LENORE, HOUSE	BERKELEY	P	1924	HIST.RES.	NPS-05000424-0045	10/21/05	1D	C
157283		47 CANYON RD	O'CONNOR, LENORE, HOUSE	BERKELEY	P	1927	HIST.RES.	NPS-05000424-0046	10/21/05	1D	C
157284		49 CANYON RD	O'CONNOR, LENORE, HOUSE	BERKELEY	P	1924	HIST.RES.	NPS-05000424-0047	10/21/05	1D	C
157285		51 CANYON RD	O'CONNOR, LENORE, HOUSE AND GARAGE	BERKELEY	P	1924	HIST.RES.	NPS-05000424-0048	10/21/05	1D	C
157286		53 CANYON RD		BERKELEY	P	1970	HIST.RES.	NPS-05000424-0049	10/21/05	6X	
157287		61 CANYON RD		BERKELEY	P	1987	HIST.RES.	NPS-05000424-0050	10/21/05	6X	
157288		67 CANYON RD	STRATTON, GEORGE MALCOLM, HOUSE	BERKELEY	P	1911	HIST.RES.	NPS-05000424-0051	10/21/05	1D	C
157366		67 CANYON RD	STRATTON, GEORGE MALCOLM, DETACHED	BERKELEY	P	1911	HIST.RES.	NPS-05000424-0052	10/21/05	1D	C
187043		1227 CARLETON ST		BERKELEY	P	1926	PROJ.REVW.	HUD111202G	12/14/11	6Y	
184617		1308 CARLETON ST		BERKELEY	P	1923	PROJ.REVW.	HUD101004A	10/26/10	6Y	
089162	01-008073	1715 CARLETON ST		BERKELEY	P	1928	PROJ.REVW.	HUD940321T	04/20/94	6Y	
101960	01-008465	1732 CARLETON ST		BERKELEY	P	1909	PROJ.REVW.	HUD960329H	04/24/96	6Y	
080740	01-006974	1832 CARLETON ST		BERKELEY	U	1912	PROJ.REVW.	HUD930319c	03/25/93	6Y	
077790	01-006890	1933 CARLETON ST		BERKELEY	U	1911	PROJ.REVW.	HUD920928D	10/07/92	6Y	
012258	01-005214	2237 CARLETON ST	CHARLES W. WOODWORTH HOUSE	BERKELEY	P	1905	HIST.SURV.	4701-0190-0000		3S	
167404		1310 CARRISON ST		BERKELEY	P	1946	PROJ.REVW.	HUD070802C	08/13/07	6Y	
176730		1332 CARRISON ST		BERKELEY	P	1922	PROJ.REVW.	HUD090831K	09/25/09	6Y	

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012259	01-005215	1821 CATALINA ST	1000 OAKS BAPTIST CHURCH	BERKELEY	P	1924	HIST.SURV.	4701-0191-0000		3S	
012260	01-005216	749 CEDAR ST	CHRIST HOUSE	BERKELEY	P	1878	HIST.SURV.	4701-0192-0000		3S	
012261	01-005217	761 CEDAR ST	JOHN BROWN HOUSE	BERKELEY	P	1881	HIST.SURV.	4701-0193-0000		3S	
096089	01-008315	999 CEDAR ST	FIRE STATION #6	BERKELEY	M	1930	HIST.RES.	DSA-01-SPS-3158	04/05/95	3S	C
165319		1001 CEDAR ST		BERKELEY	P	1923	PROJ.REVW.	HUD070202A	03/05/07	6Y	
161617		1004 CEDAR ST		BERKELEY	P	1925	PROJ.REVW.	HUD060224A	03/03/06	6Y	
079923	01-006919	1937 CEDAR ST		BERKELEY	U	1907	PROJ.REVW.	HUD930105C	02/03/93	6Y	
012262	01-005218	2022 CEDAR ST	JOHN E BIGELOW BLDG	BERKELEY	P	1905	HIST.SURV.	4701-0194-0000		3S	
136631		2286 CEDAR ST	BERKELEY HILLSIDE CLUB	BERKELEY	P	1924	HIST.RES.	NPS-04000332-0000	04/16/04	1S	A
							NAT.REG.	01-0056	02/10/02	3S	A
012263	01-005219	CENTENNIAL DR	BOWLES HALL	BERKELEY	S	1928	HIST.SURV.	4701-0195-0000		3S	
077411	01-006841	1931 CENTER ST	BERKELEY VETERANS MEMORIAL BUILDIN	BERKELEY	M	1928	HIST.RES.	NPS-98000963-0004	12/03/98	1D	AC
							NAT.REG.				
							HIST.RES.	DOE-01-92-0010-0000	07/31/92	2S2	AC
							PROJ.REVW.	HUD920703Z	07/31/92	2S2	AC
							HIST.RES.	DOE-01-92-0009-0000	07/31/92	2S2	AC
							PROJ.REVW.	FEMA920703B	07/31/92	2S2	AC
012264	01-005220	1947 CENTER ST	STATE FARM INSURANCE COMPANY BLDG,	BERKELEY	P	1947	HIST.RES.	NPS-98000963-0009	12/03/98	1D	AC
							NAT.REG.	01-0033	12/03/98	1D	AC
							HIST.SURV.	4701-0196-0000		3S	
012268	01-005224	2132 CENTER ST	THOMAS BLACK BUILDING, LALOMA APAR	BERKELEY	P	1904	HIST.SURV.	4701-0200-0000		3S	
012267	01-005223	2138 CENTER ST	ENWOR'S RESTAURANT, ACT ONE/ACT TW	BERKELEY	P	1923	TAX.CERT.	537.9-01-0146		7J	
							HIST.SURV.	4701-0199-0000		7N	
012266	01-005222	2146 CENTER ST	GLOBE STAMP STORE	BERKELEY	P	1902	HIST.SURV.	4701-0198-0000		3S	
012269	01-005225	710 CHANNING WY	GEORGE BOEDDIKER HOUSE	BERKELEY	P	1896	HIST.SURV.	4701-0201-0000		3S	
012270	01-005226	805 CHANNING WY	PEREAU HOUSE	BERKELEY	P	1904	HIST.SURV.	4701-0202-0000		3S	
012271	01-005227	839 CHANNING WY	E. F. NIEHAUS HOUSE	BERKELEY	P	1889	HIST.SURV.	4701-0203-0000		3S	
165851		931 CHANNING WY		BERKELEY	P	1912	PROJ.REVW.	HUD070409D	04/12/07	6Y	
012272	01-005228	1001 CHANNING WY	CAMPAGNA HOUSE	BERKELEY	P	1890	HIST.SURV.	4701-0204-0000		3S	
161895		1413 CHANNING WY		BERKELEY	P	1924	PROJ.REVW.	HUD060410E	04/12/06	6Y	
012273	01-005229	1940 CHANNING WY	AVANSINO HOUSE	BERKELEY	P	1893	HIST.SURV.	4701-0205-0000		3S	
162928		2019 CHANNING WY		BERKELEY	P	1921	PROJ.REVW.	HUD060803A	08/22/06	6Y	
012274	01-005230	2328 CHANNING WY	J. AND C. LUTTRELL HOUSE	BERKELEY	P	1889	HIST.SURV.	4701-0206-0000		3S	
162987		2345 CHANNING WY	FIRST CONGREGATIONAL CHURCH	BERKELEY	P	1925	PROJ.REVW.	FTA051227A	03/15/06	6Y	
012275	01-005231	2538 CHANNING WY	ANNA HEAD'S DAY SCHOOL	BERKELEY	S	1892	HIST.RES.	NPS-80000795-0000	08/11/80	1S	AC
							HIST.SURV.	4701-0207-0000		3S	
012276	01-005232	2547 CHANNING WY	SAMUEL G. DAVIS HOUSE	BERKELEY	S	1899	HIST.SURV.	4701-0208-0000		3S	
012277	01-005233	2612 CHANNING WY	W & R BERTEAUX HOUSE	BERKELEY	S	1930	HIST.SURV.	4701-0209-0000		3S	
012278	01-005234	2721 CHANNING WY	CHANNING HOUSE	BERKELEY	P	1890	HIST.SURV.	4701-0210-0000		3S	
012279	01-005235	2725 CHANNING WY	DR. J. KNOX HOUSE	BERKELEY	P	1908	HIST.SURV.	4701-0211-0000		3S	
012280	01-005236	2728 CHANNING WY	DR. SHERREL W. HALL HOUSE, FRATERN	BERKELEY	P	1911	HIST.SURV.	4701-0212-0000		7N	
012281	01-005237	2732 CHANNING WY	HEARST HALL SITE, GAMMA PHI BETA	BERKELEY	P	1899	HIST.SURV.	4701-0213-0000		7N	
012282	01-005238	2901 CHANNING WY	COLBY HOUSE, BLOSSOM HOUSE	BERKELEY	P	1905	HIST.SURV.	4701-0214-0000		3S	
012283	01-005239	CHARTER HILL	BIG C	BERKELEY	S	1905	HIST.SURV.	4701-0215-0000		3S	
161507		1652 CHESTNUT ST		BERKELEY	P	1944	PROJ.REVW.	HUD060323A	03/29/06	6Y	
089163	01-008074	1706 CHESTNUT ST		BERKELEY	P	1925	PROJ.REVW.	HUD940321U	04/20/94	6Y	
077786	01-006888	1821 CHESTNUT ST		BERKELEY	U	1919	PROJ.REVW.	HUD920915A	10/07/92	6Y	
075501	01-006794	1904 CHESTNUT ST		BERKELEY	U	1921	PROJ.REVW.	HUD920309D	03/25/92	6Y	
012284	01-005240	CLAREMONT AVE	NORTHERLY GATEWAY TO CLAREMONT, |	BERKELEY	M	1905	HIST.SURV.	4701-0216-0000		3S	
012290	01-005246	2911 CLAREMONT AVE	FIREHOUSE #7, CLAREMONT, ORIENTAL	BERKELEY	P	1914	HIST.SURV.	4701-0222-0000		3S	
012291	01-005247	2955 CLAREMONT AVE	JOHN MUIR SCHOOL	BERKELEY	M	1915	HIST.SURV.	4701-0223-0000		3S	
012292	01-005248	3006 CLAREMONT AVE	PROFESSOR W. W. STONE HOUSE	BERKELEY	P	1907	HIST.SURV.	4701-0224-0000	01/01/99	3S	
012293	01-005249	3115 CLAREMONT AVE	JOSEPH M PARK HOUSE	BERKELEY	P	1914	HIST.SURV.	4701-0225-0000		3S	
012294	01-005250	3121 CLAREMONT AVE	B F WHITTON HOUSE	BERKELEY	P	1909	HIST.SURV.	4701-0226-0000		3S	
012287	01-005243	2701 CLAREMONT BLVD	IRENE DODD HOUSE	BERKELEY	P	1912	HIST.SURV.	4701-0219-0000		3S	

PROPERTY-NUMBER	PRIMARY-#	STREET.ADDRESS.....	NAMES.....	CITY.NAME.....	OWN	YR-C	OHP-PROG..	PRG-REFERENCE-NUMBER	STAT-DAT	NRS	CRIT
012285	01-005241	2710 CLAREMONT BLVD	MARLE K SCABURY HOUSE	BERKELEY	P	1911	HIST.SURV.	4701-0217-0000		3S	
012286	01-005242	2808 CLAREMONT BLVD	LEWIS H GREEN HOUSE, JOHN STACK HO	BERKELEY	P	1914	HIST.SURV.	4701-0218-0000		7N	
012288	01-005244	2821 CLAREMONT BLVD	SHELDON WILLIAMS HOUSE	BERKELEY	S	1928	HIST.SURV.	4701-0220-0000		3S	
012289	01-005245	2837 CLAREMONT BLVD	ST CLEMENTS EPISCOPAL CHURCH	BERKELEY	P	1908	HIST.SURV.	4701-0221-0000		3S	
012692	01-005648	40 CODORNICES RD	FRANK GREY HOUSE	BERKELEY	P	1923	HIST.SURV.	4701-0625-0000		3S	
012295	01-005251	76 CODORNICES RD	COXHEAD HOUSE	BERKELEY	P	1932	HIST.SURV.	4701-0227-0000		7R	
072994	01-006732	2215 COLLEGE AVE	COWELL MEMORIAL HOSPITAL/COWELL, E	BERKELEY	S	1928	NAT.REG.	01-0011	01/06/93	1S	A
							HIST.RES.	NPS-92001730-0000	01/06/93	1S	
012296	01-005252	2241 COLLEGE AVE	WARREN CHENEY HOUSE, ENGLISH AS A	BERKELEY	S	1885	HIST.SURV.	4701-0228-0000		3S	
012297	01-005253	2243 COLLEGE AVE	WARREN CHENEY HOUSE, ANTHROPOLOGY	BERKELEY	S	1902	HIST.SURV.	4701-0229-0000		3S	
012298	01-005254	2251 COLLEGE AVE	ZETA PSI, ENVIRONMENTAL PHYSIOLOGY	BERKELEY	S	1910	HIST.SURV.	4701-0230-0000		3S	
012299	01-005255	2300 COLLEGE AVE	YUMMERS, ESPRESSO EXPERIENCE	BERKELEY	P	1969	HIST.SURV.	4701-0231-0000		3S	
012300	01-005256	2310 COLLEGE AVE	ALMA A. SMITH HOUSE	BERKELEY	P	1905	HIST.SURV.	4701-0232-0000		3S	
012301	01-005257	2409 COLLEGE AVE	CHANNING APARTMENTA, CHANNING APAR	BERKELEY	P	1913	HIST.SURV.	4701-0233-0000		3S	
012302	01-005258	2530 COLLEGE AVE	O J BETTIS HOUSE	BERKELEY	P	1890	HIST.SURV.	4701-0234-0000		3S	
012303	01-005259	2609 COLLEGE AVE	PROFESSOR W. A. MERRILL HOUSE	BERKELEY	P	1902	HIST.SURV.	4701-0235-0000		3S	
012304	01-005260	2610 COLLEGE AVE	COL CHARLES GREENLEAF HOUSE	BERKELEY	P	1902	HIST.SURV.	4701-0236-0000		3S	
012752	01-005708	2640 COLLEGE AVE	ST JOHN'S PRESBYTERIAN CHURCH	BERKELEY	P	1910	FED.FND.PR	HPF-06-08479	01/01/79	7L	
							HIST.RES.	NPS-74000507-0000	08/07/74	1S	
012305	01-005261	2712 COLLEGE AVE	O M MAGNESON HOUSE	BERKELEY	P	1908	HIST.SURV.	4701-0237-0000		3S	
012306	01-005262	2959 COLLEGE AVE	MERCANTILE TRUST CO, WELLS FARGO B	BERKELEY	P	1925	HIST.SURV.	4701-0238-0000		2S	
012307	01-005263	2966 COLLEGE AVE	STRAND THEATRE, ELMWOOD THEATRE	BERKELEY	P	1914	HIST.SURV.	4701-0239-0000		3S	
012308	01-005264	2980 COLLEGE AVE	T H NEVIN HOUSE, BERKELEY REPERTOR	BERKELEY	P	1908	HIST.SURV.	4701-0240-0000		3S	
161651		1530 COMSTOCK CT		BERKELEY	P	1924	PROJ.REVW.	HUD060303AA	03/17/06	6Y	
089165	01-008075	1537 COMSTOCK CT		BERKELEY	P	1924	PROJ.REVW.	HUD940321V	04/20/94	6Y	
012309	01-005265	828 CONTRA COSTA AVE	THELEN HOUSE	BERKELEY	P	1924	HIST.SURV.	4701-0241-0000		3S	
173480		1312 CORNELL AVE		BERKELEY	P	1924	PROJ.REVW.	HUD080925D	10/14/08	6Y	
186660		1620 CORNELL AVE		BERKELEY	P	1911	PROJ.REVW.	HUD111122D	12/05/11	6Y	
080718	01-006954	1117 COWPER ST		BERKELEY	U	1910	PROJ.REVW.	HUD930319G	03/25/93	6Y	
070013	01-005950	1118 COWPER ST		BERKELEY	U	1925	PROJ.REVW.	HUD910131H	02/27/91	6Y	
170187		1155 CRAGMONT AVE		BERKELEY	P	1944	PROJ.REVW.	HUD080226E	03/06/08	6Y	
012311	01-005267	1001 CRESTON RD	BERKELEY CITY WOMEN'S CLUB	BERKELEY	P	1939	HIST.SURV.	4701-0243-0000		3S	
012707	01-005663	CROSS CAMPUS RD	BUILDING T-19	BERKELEY	S	1945	HIST.SURV.	4701-0640-0000		3S	
012706	01-005662	CROSS CAMPUS RD	TILDEN OR PHELAN FOOTBALL STATUE,	BERKELEY	S	1899	HIST.SURV.	4701-0639-0000		3S	
089159	01-008070	1341 CURTIS ST		BERKELEY	P	1926	PROJ.REVW.	HUD940321Q	04/20/94	6Y	
154734		1389 CURTIS ST		BERKELEY	P	1944	PROJ.REVW.	HUD050627K	07/15/05	6Y	
089166	01-008076	1440 CURTIS ST		BERKELEY	P	1941	PROJ.REVW.	HUD940321W	04/20/94	6Y	
089167	01-008077	1812 CURTIS ST		BERKELEY	P	1919	PROJ.REVW.	HUD940321X	04/20/94	6Y	
088993	01-008054	2218 CURTIS ST		BERKELEY	P	1919	PROJ.REVW.	HUD940302E	04/07/94	6Y	
170526		CYCLOTRON RD	BUILDING 50	BERKELEY	P	1949	PROJ.REVW.	DOE100920A	01/18/11	6Y	
							PROJ.REVW.	DOE070719C	08/08/07	6Y	
182917		CYCLOTRON RD	BUILDING 70	BERKELEY	P		PROJ.REVW.	DOE100920A	01/18/11	6Y	
182918		CYCLOTRON RD	BUILDING 70A	BERKELEY	P		PROJ.REVW.	DOE100920A	01/18/11	6Y	
080681	01-006943	1 CYCLOTRON RD	BLDG 75A, LAWRENCE BERKELEY NATION	BERKELEY	U	1967	HIST.RES.	DOE-01-93-0011-0000	03/18/93	6Y	
							PROJ.REVW.	DOE930209A	03/18/93	6Y	
080680	01-006942	1 CYCLOTRON RD	BLDG 75B, LAWRENCE BERKELEY NATION	BERKELEY	U	1975	HIST.RES.	DOE-01-93-0010-0000	03/18/93	6Y	
							PROJ.REVW.	DOE930209A	03/18/93	6Y	
080679	01-006941	1 CYCLOTRON RD	BLDG 75C, LAWRENCE BERKELEY NATION	BERKELEY	U	1979	HIST.RES.	DOE-01-93-0009-0000	03/18/93	6Y	
							PROJ.REVW.	DOE930209A	03/18/93	6Y	
080683	01-006945	1 CYCLOTRON RD	BLDG 69, LAWRENCE BERKELEY NATIONA	BERKELEY	U	1966	HIST.RES.	DOE-01-93-0013-0000	03/18/93	6Y	
							PROJ.REVW.	DOE930209A	03/18/93	6Y	
080684	01-006946	1 CYCLOTRON RD	BLDG 7, LAWRENCE BERKELEY NATIONAL	BERKELEY	U	1943	HIST.RES.	DOE-01-93-0014-0000	03/18/93	6Y	
							PROJ.REVW.	DOE930209A	03/18/93	6Y	
080682	01-006944	1 CYCLOTRON RD	BLDG 75, LAWRENCE BERKELEY NATIONA	BERKELEY	U	1961	HIST.RES.	DOE-01-93-0012-0000	03/18/93	6Y	
							PROJ.REVW.	DOE930209A	03/18/93	6Y	
012312	01-005268	2400 DANA ST	JAMES A SQUIRE HOUSE	BERKELEY	P	1892	PROJ.REVW.	FTA051227A	03/15/06	2S2	

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							HIST.SURV.	4701-0244-0000		3S	
162988		2407 DANA ST	PRESBYTERIAN CHURCH EDUCATION BUIL	BERKELEY	P	1950	PROJ.REVW.	FTA051227A	03/15/06	6Y	
162989		2418 DANA ST		BERKELEY	P	1904	PROJ.REVW.	FTA051227A	03/15/06	6Y	
162992		2430 DANA ST	FIRST BAPTIST CHURCH/NON-DENOMINAT	BERKELEY	P	1915	PROJ.REVW.	FTA051227A	03/15/06	6Y	
012313	01-005269	2446 DANA ST	SENECA GALE HOUSE	BERKELEY	U	1895	HIST.SURV.	4701-0245-0000		3S	
012314	01-005270	2601 DANA ST	HILLEGASS HOUSE	BERKELEY	P	1868	HIST.SURV.	4701-0246-0000		3S	
012315	01-005271	2609 DANA ST	ROBERT DUGGAN HOUSE	BERKELEY	P	1871	HIST.SURV.	4701-0247-0000		3S	
012316	01-005272	2612 DANA ST	R F MITCHELL COTTAGE	BERKELEY	P	1908	HIST.SURV.	4701-0248-0000		3S	
012317	01-005273	728 DELAWARE ST	HEYWOOD/GRONBECK HOUSE	BERKELEY	M	1895	HIST.SURV.	4701-0249-0000		3S	
012318	01-005274	800 DELAWARE ST	DELAWARE STREETSCAPE	BERKELEY	M	1878	HIST.SURV.	4701-0250-0000		3S	
012319	01-005275	805 DELAWARE ST	HEYWOOD BUILT HOUSE	BERKELEY	M	1879	HIST.SURV.	4701-0251-0000		3S	
012321	01-005277	807 DELAWARE ST	HEYWOOD BUILT HOUSE	BERKELEY	M	1879	HIST.SURV.	4701-0253-0000		3S	
012322	01-005278	813 DELAWARE ST		BERKELEY	M	1890	HIST.SURV.	4701-0254-0000		3S	
012323	01-005279	816 DELAWARE ST		BERKELEY	M	1890	HIST.SURV.	4701-0255-0000		3S	
012324	01-005280	817 DELAWARE ST	WEST BERKELEY GARDEN	BERKELEY	M	1889	HIST.SURV.	4701-0256-0000		7N	
012325	01-005281	818 DELAWARE ST		BERKELEY	M	1890	HIST.SURV.	4701-0257-0000		2S	
012326	01-005282	820 DELAWARE ST	GOLDEN WEST MARKET	BERKELEY	M	1908	HIST.SURV.	4701-0258-0000		3S	
012327	01-005283	831 DELAWARE ST	FREDERICK WILKES HOUSE, TARA AVERY	BERKELEY	P	1891	HIST.SURV.	4701-0259-0000		3S	
012320	01-005276	834 DELAWARE ST	HIGGINS GROCERY,HEYWOOD & SONS,STO	BERKELEY	P	1854	HIST.SURV.	4701-0252-0000		3S	
012328	01-005284	835 DELAWARE ST	GEORGE WILKES HOUSE, WINSLOW HOUSE	BERKELEY	P	1891	HIST.SURV.	4701-0260-0000		3S	
080734	01-006968	1210 DELAWARE ST		BERKELEY	U	1924	PROJ.REVW.	HUD930319W	03/25/93	6Y	
080721	01-006957	1251 DELAWARE ST		BERKELEY	U	1939	PROJ.REVW.	HUD930319K	03/25/93	6Y	
012329	01-005285	1930 DELAWARE ST		BERKELEY	P	1890	HIST.SURV.	4701-0261-0000		3S	
175215		1209 DERBY ST		BERKELEY	P	1930	PROJ.REVW.	HUD090202F	02/27/09	6Y	
083331	01-007154	1225 DERBY ST		BERKELEY	P	1912	PROJ.REVW.	HUD930630B	08/03/93	6Y	
080714	01-006951	1336 DERBY ST		BERKELEY	U	1921	PROJ.REVW.	HUD930319C	03/25/93	6Y	
077788	01-006889	1431 DERBY ST		BERKELEY	U	1926	PROJ.REVW.	HUD920915B	10/07/92	6Y	
089168	01-008078	1601 DERBY ST		BERKELEY	P	1922	PROJ.REVW.	HUD940321Y	04/20/94	6Y	
080719	01-006955	1709 DERBY ST		BERKELEY	U	1908	PROJ.REVW.	HUD930319I	03/25/93	6Y	
012330	01-005286	2261 DERBY ST	JESSIE D WALLACE HOUSE	BERKELEY	P	1910	HIST.SURV.	4701-0262-0000		7N	
099931	01-008411	2321 DERBY ST		BERKELEY	P	1922	HIST.RES.	DOE-01-96-0002-0000	01/09/96	6Y	
							PROJ.REVW.	HUD951219B	01/09/96	6Y	
012331	01-005287	2601 DERBY ST	GIFFORD McGREW HOUSE	BERKELEY	P	1900	HIST.SURV.	4701-0263-0000		3S	
012339	01-005295	2704 DERBY ST	THE DANBERT	BERKELEY	P	1915	HIST.SURV.	4701-0271-0000		3S	
012332	01-005288	2740 DERBY ST	EDWARD W. LINFORTH HOUSE	BERKELEY	P	1907	HIST.SURV.	4701-0264-0000		3S	
012333	01-005289	2742 DERBY ST	EDWARD W. LINFORTH HOUSE	BERKELEY	P	1907	HIST.SURV.	4701-0265-0000		3S	
012334	01-005290	2814 DERBY ST	THADDEUS JOY HOUSE	BERKELEY	P	1908	HIST.SURV.	4701-0266-0000		3S	
012335	01-005291	2816 DERBY ST	THADDEUS JOY HOUSE	BERKELEY	P	1908	HIST.SURV.	4701-0267-0000		3S	
012340	01-005296	2848 DERBY ST	JEANNE S. CAMPBELL HOUSE	BERKELEY	P	1889	HIST.SURV.	4701-0272-0000		3S	
012336	01-005292	2900 DERBY ST		BERKELEY	P	1908	HIST.SURV.	4701-0268-0000		3S	
012337	01-005293	2924 DERBY ST	WILLIAM C. HAYS HOUSE	BERKELEY	P	1908	HIST.SURV.	4701-0269-0000		3S	
012338	01-005294	3001 DERBY ST	STATE ASYLUM FOR DEAF DUMB BLIND,	BERKELEY	S	1925	HIST.SURV.	4701-0270-0000	10/14/83	1S	AC
							HIST.SURV.	4701-0270-0000		3S	
							HIST.RES.	NPS-82000962-0000	10/14/82	1S	
012741	01-005697	3001 DERBY ST	CALIFORNIA SCHOOL FOR THE DEAF AND	BERKELEY	S	1894	HIST.SURV.	4701-0674-0000		3S	
012341	01-005297	53 DOMINGO AVE	THOMAS F HUNT HOUSE	BERKELEY	P	1915	HIST.SURV.	4701-0273-0000		3S	
148391		2942 DOMINGO AVE		BERKELEY	P	1930	PROJ.REVW.	FCC091202A	03/02/10	6Y	
							HIST.RES.	DOE-01-04-0143-0000	10/21/04	6Y	
							PROJ.REVW.	FCC040920I	10/21/04	6Y	
							HIST.RES.	DOE-01-04-0022-0000	05/19/04	6Y	
							PROJ.REVW.	FCC040225A	05/19/04	6Y	
186659		6531 DOVER ST		BERKELEY	P	1909	PROJ.REVW.	HUD111122C	12/05/11	6Y	
012342	01-005298	2029 DURANT AVE	BOONE'S UNIVERSITY SCHOOL	BERKELEY	P	1877	HIST.RES.	NPS-82000994-0000	11/01/82	1S	
							HIST.SURV.	4701-0274-0000	11/01/82	1S	
							TAX.(NPS)	CA840191	11/01/82	2S	
162981		2121 DURANT AVE		BERKELEY	P	1901	PROJ.REVW.	FTA051227A	03/15/06	6Y	

PROPERTY-NUMBER	PRIMARY-#	STREET.ADDRESS.....	NAMES.....	CITY.NAME.....	OWN	YR-C	OHP-PROG..	PRG-REFERENCE-NUMBER	STAT-DAT	NRS	CRIT
012343	01-005299	2140 DURANT AVE	MAGGINI CHEVROLET	BERKELEY	P	1930	HIST.SURV.	4701-0275-0000		3S	
012346	01-005302	2222 DURANT AVE	MARY A. HELPHINSTINE HOUSE, JUDGE	BERKELEY	P	1891	HIST.SURV.	4701-0278-0000		3S	
012344	01-005300	2236 DURANT AVE	H. J. MERRITT APARTMENTS	BERKELEY	P	1914	HIST.SURV.	4701-0276-0000		3S	
162986		2300 DURANT AVE		BERKELEY	P	1940	PROJ.REVW.	FTA051227A	03/15/06	6Y	
012355	01-005311	2308 DURANT AVE	MARIA D MARSH HOUSE	BERKELEY	P	1891	PROJ.REVW.	FTA051227A	03/15/06	2S2	C
							HIST.SURV.	4701-0287-0000		3S	
012347	01-005303	2315 DURANT AVE	BERKELEY WOMEN'S CITY CLUB; BERKEL	BERKELEY	P	1929	HIST.RES.	NPS-77000282-0000	10/28/77	1S	
							HIST.SURV.	4701-0279-0000	10/28/77	1S	
							HIST.SURV.	SHL-0908-0000	05/12/77	1CL	
012356	01-005312	2318 DURANT AVE	MCCREARY HOUSE	BERKELEY	P	1904	HIST.SURV.	4701-0288-0000		3S	
012348	01-005304	2500 DURANT AVE	CAMBRIDGE APARTMENTS	BERKELEY	P	1914	PROJ.REVW.	FCC051017A	11/03/05	6Y	
							PROJ.REVW.	FCC040129E	01/29/04	6Y	
							HIST.SURV.	4701-0280-0000		3S	
012349	01-005305	2520 DURANT AVE	HOTEL FOR WILLIAM K CASHIN, STRATF	BERKELEY	P	1911	HIST.SURV.	4701-0281-0000		3S	
012357	01-005313	2526 DURANT AVE	ELLEN BLOOD HOUSE	BERKELEY	P	1891	HIST.SURV.	4701-0289-0000		3S	
012352	01-005308	2600 DURANT AVE	DURANT HOTEL	BERKELEY	P	1928	HIST.SURV.	4701-0284-0000		3S	
012353	01-005309	2639 DURANT AVE	DR. C. BEACH BRADLEY HOUSE	BERKELEY	P	1895	HIST.SURV.	4701-0285-0000		3S	
012358	01-005314	2732 DURANT AVE	PARSONS HOUSE, STUDENT RESIDENCE	BERKELEY	U	1905	HIST.SURV.	4701-0290-0000		7N	
012359	01-005315	2735 DURANT AVE	P. H. ATKINGON HOUSE	BERKELEY	P	1908	HIST.SURV.	4701-0291-0000		3S	
012360	01-005316	DWIGHT WY	PEOPLE'S PARK	BERKELEY	S	1968	HIST.SURV.	4701-0292-0000		3S	
075505	01-006796	1218 DWIGHT WY		BERKELEY	U	1927	PROJ.REVW.	HUD920309F	03/25/92	6Y	
115143	01-010119	1515 DWIGHT WY		BERKELEY	P	1955	HIST.RES.	DOE-01-98-0028-0000	04/16/98	6Y	
							PROJ.REVW.	HUD980217C	04/16/98	6Y	
115140	01-010116	1520 DWIGHT WY		BERKELEY	P	1939	HIST.RES.	DOE-01-98-0025-0000	04/16/98	6Y	
							PROJ.REVW.	HUD980217C	04/16/98	6Y	
154670		1612 DWIGHT WY		BERKELEY	P	1926	PROJ.REVW.	HUD050628D	07/06/05	6Y	
012361	01-005317	2120 DWIGHT WY	LUTHER M. WILLIAMSON BUILDING, MOP	BERKELEY	P	1905	HIST.SURV.	4701-0293-0000		3S	
118776	01-010198	2132 DWIGHT WY		BERKELEY	P	1922	HIST.RES.	DOE-01-98-0048-0000	10/22/98	6Y	
							PROJ.REVW.	HUD980813C	10/22/98	6Y	
118778	01-010199	2134 DWIGHT WY		BERKELEY	P	1895	HIST.RES.	DOE-01-98-0049-0000	10/22/98	6Y	
							PROJ.REVW.	HUD980813C	10/22/98	6Y	
073104	01-006734	2140 DWIGHT WY		BERKELEY	U	1895	HIST.RES.	DOE-01-91-0010-0000	09/17/91	2S2	A
							PROJ.REVW.	HUD910325C	09/17/91	2S2	A
118779	01-010200	2150 DWIGHT WY		BERKELEY	P	1948	HIST.RES.	DOE-01-98-0050-0000	10/22/98	6Y	
							PROJ.REVW.	HUD980813C	10/22/98	6Y	
012362	01-005318	2239 DWIGHT WY	NELSON S. TROWBRIDGE HOUSE	BERKELEY	P	1892	HIST.SURV.	4701-0294-0000		3S	
012363	01-005319	2244 DWIGHT WY	HUTTON HOUSE, WOOLSEY HOUSE	BERKELEY	P	1885	HIST.SURV.	4701-0295-0000		3S	
012364	01-005320	2247 DWIGHT WY	JAMES L. BARKER HOUSE	BERKELEY	P	1895	HIST.SURV.	4701-0296-0000		3S	
012345	01-005301	2314 DWIGHT WY	ALTA BATES HOSPITAL	BERKELEY	P	1880	HIST.SURV.	4701-0277-0000		3S	
012365	01-005321	2419 DWIGHT WY	McKINLEY ELMS	BERKELEY	M	0	HIST.SURV.	4701-0297-0000		3S	
012366	01-005322	2441 DWIGHT WY		BERKELEY	P	1880	HIST.SURV.	4701-0298-0000		3S	
012350	01-005306	2524 DWIGHT WY	ALEX C. STUART HOUSE	BERKELEY	P	1891	HIST.SURV.	4701-0282-0000		3S	
012351	01-005307	2600 DWIGHT WY	HOBART HALL	BERKELEY	P	1918	HIST.SURV.	4701-0283-0000		3S	
012367	01-005323	2619 DWIGHT WY	BERKELEY FIRST CHURCH OF CHRIST SC	BERKELEY	P	1910	HIST.RES.	NHL-77000283-0000	12/22/77	1S	C
							HIST.RES.	NPS-77000283-0000	12/22/77	1S	C
							HIST.SURV.	4701-0299-0000	01/01/77	1S	
012354	01-005310	2709 DWIGHT WY	BISHOP BERKELEY APARTMENTS	BERKELEY	P	1928	HIST.SURV.	4701-0286-0000		3S	
012368	01-005324	2727 DWIGHT WY	PAGET-GARRILL HOUSE	BERKELEY	P	1891	HIST.SURV.	4701-0300-0000		3S	
012369	01-005325	2730 DWIGHT WY	CHARLES WILKINSON HOUSE	BERKELEY	S	1876	HIST.SURV.	4701-0301-0000		3S	
173484		1100 EASTSHORE HWY	GOLDEN GATE FIELDS	BERKELEY	P	1940	PROJ.REVW.	FTA080418A	05/21/08	6Y	
184616		1426 EDITH ST		BERKELEY	P	1923	PROJ.REVW.	HUD101005B	10/26/10	6Y	
170191		2424 EDWARDS ST		BERKELEY	P	1924	PROJ.REVW.	HUD080226E	03/06/08	6Y	
012370	01-005326	155 EL CAMINO REAL	CASA BORO LIVE OAK GARDEN THEATER,	BERKELEY	P	1907	HIST.SURV.	4701-0302-0000		3S	
089099	01-008066	2915 ELLIS ST		BERKELEY	P	1898	PROJ.REVW.	HUD940415X	04/22/94	6Y	
080724	01-006960	2924 ELLIS ST		BERKELEY	U	1906	PROJ.REVW.	HUD930319N	03/25/93	6Y	
162982		2300 ELLSWORTH ST		BERKELEY	P	1924	PROJ.REVW.	FTA051227A	03/15/06	6Y	

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172563		2839 ELLSWORTH ST		BERKELEY	P	1910	PROJ.REVW.	HUD080715E	08/06/08	6Y	C
070364	01-005957	2022 EMERSON ST		BERKELEY	U	1885	PROJ.REVW.	HUD910422D	05/15/91	6Y	
012371	01-005327	6 ENCINA PL	ROBERT H VAN SAUT HOUSE	BERKELEY	P	1906	HIST.SURV.	4701-0303-0000		3S	
012372	01-005328	10 ENCINA PL	HARRIET BRACKENRIDGE HOUSE	BERKELEY	P	1906	HIST.SURV.	4701-0304-0000		3S	
012373	01-005329	ESPLANADE DR	SATHER TOWER / CAMPANILE AND ESPLA	BERKELEY	S	1913	HIST.RES.	NPS-82004650-0000	03/25/82	1S	
							HIST.RES.	SHL-0946-0008	08/07/81	1CL	
							HIST.SURV.	4701-0305-0000		3S	
179092		2128 ESSEX ST		BERKELEY	P	1906	PROJ.REVW.	HUD100422C	05/19/10	6Y	
012375	01-005331	2514 ETNA ST	ALBERT DERGE HOUSE, DERGE HOUSE	BERKELEY	P	1908	HIST.SURV.	4701-0307-0000		3S	
012376	01-005332	2515 ETNA ST	CEDRIC WRIGHT HOUSE	BERKELEY	P	1921	HIST.SURV.	4701-0308-0000		3S	
012377	01-005333	2525 ETNA ST	REVEREND HOLMES COTTAGE, GARDEN CO	BERKELEY	P	1906	HIST.SURV.	4701-0309-0000		3S	
012378	01-005334	2531 ETNA ST		BERKELEY	P	1908	HIST.SURV.	4701-0310-0000		3S	
012379	01-005335	2616 ETNA ST	PROFESSOR CHARLES A. KOFOID HOUSE	BERKELEY	P	1905	HIST.SURV.	4701-0311-0000		3S	
012693	01-005649	2629 ETNA ST	THE NAN LAUGHLIN HOUSE	BERKELEY	P	1906	HIST.SURV.	4701-0626-0000		3S	
012380	01-005336	1 EUCALYPTUS RD	ELLIOT HOUSE	BERKELEY	P	1919	HIST.SURV.	4701-0312-0000		3S	
012381	01-005337	EUCLID AVE	KENNEDY HOUSE	BERKELEY	U	1932	HIST.SURV.	4701-0313-0000		3S	
183053		560 EUCLID AVE		BERKELEY	P	1954	PROJ.REVW.	HUD100723D	07/28/10	6Y	
187087		1030 EUCLID AVE		BERKELEY	P	1913	PROJ.REVW.	HUD111223A	01/25/12	6Y	
154731		1445 EUCLID AVE		BERKELEY	P	1924	PROJ.REVW.	HUD050623A	07/15/05	6Y	
012757	01-005713	1777 EUCLID AVE	EUCLID HALL	BERKELEY	S	1926	HIST.SURV.	4701-0689-0000		7R	
180681		1810 EUCLID AVE		BERKELEY	P	1919	PROJ.REVW.	FCC100709A	12/22/10	6Y	
012382	01-005338	1865 EUCLID AVE	PROCTOR APARTMENT, EUCLID APARTMEN	BERKELEY	P	1912	HIST.SURV.	4701-0314-0000		3S	
012383	01-005339	2201 EUNICE ST	WILSON HOUSE	BERKELEY	P	1913	HIST.SURV.	4701-0315-0000		3S	
012385	01-005341	FACULTY GLADE	MEN'S FACULTY CLUBHOUSE	BERKELEY	S	1902	HIST.SURV.	4701-0317-0000		3S	
181591		1539 FAIRVIEW ST		BERKELEY	P	1896	PROJ.REVW.	HUD110207E	03/09/11	6Y	
012384	01-005340	1802 FAIRVIEW ST	PARK CONGRESSIONAL CHURCH, SOUTH B	BERKELEY	P	1910	HIST.RES.	NPS-07001176-0000	11/20/07	1S	AC
							NAT.REG.	01-0077	04/30/07	3S	AC
							HIST.SURV.	4701-0316-0000		3S	
162541		1820 FAIRVIEW ST		BERKELEY	P	1901	PROJ.REVW.	HUD060519C	06/26/06	3S	B
162542		1823 FAIRVIEW ST		BERKELEY	P	1921	PROJ.REVW.	HUD060519C	06/26/06	6Y	
162543		1824 FAIRVIEW ST		BERKELEY	P		PROJ.REVW.	HUD060519C	06/26/06	6Y	
162540		1826 FAIRVIEW ST		BERKELEY	P	1895	PROJ.REVW.	HUD060519C	06/26/06	6Y	
162549		1841 FAIRVIEW ST		BERKELEY	P	1950	PROJ.REVW.	HUD060519C	06/26/06	6Y	
162545		1908 FAIRVIEW ST		BERKELEY	P	1938	PROJ.REVW.	HUD060519C	06/26/06	6Y	
162544		1912 FAIRVIEW ST		BERKELEY	P	1937	PROJ.REVW.	HUD060519C	06/26/06	6Y	
162546		1922 FAIRVIEW ST		BERKELEY	P	1937	PROJ.REVW.	HUD060519C	06/26/06	6Y	
162547		1924 FAIRVIEW ST		BERKELEY	P	1938	PROJ.REVW.	HUD060519C	06/26/06	6Y	
162548		1926 FAIRVIEW ST		BERKELEY	P	1913	PROJ.REVW.	HUD060519C	06/26/06	6Y	
186661		1932 FAIRVIEW ST		BERKELEY	P	1921	PROJ.REVW.	HUD111122E	12/05/11	6Y	
012386	01-005342	1129 FRANCISCO ST	VICTORIAN HOUSE AND WINDMILL	BERKELEY	P	1892	HIST.SURV.	4701-0318-0000		3S	
012387	01-005343	2001 FRANCISCO ST	PROF ISAAC FLAGG HOUSE, FLAGG WRIG	BERKELEY	P	1880	HIST.SURV.	4701-0319-0000		3S	
077439	01-006858	FULTON ST	EDWARDS, GEORGE C., STADIUM	BERKELEY	SM	1932	NAT.REG.	01-0016	04/01/93	3S	AC
							HIST.SURV.	4701-0717-9999	04/01/93	1S	AC
085095	01-007677	FULTON ST	EDWARDS, GEORGE C., STADIUM, CENTR	BERKELEY	MS	1932	NAT.REG.	01-0016	04/01/93	1D	AC
							HIST.SURV.	4701-0717-0005	04/01/93	1D	AC
085097	01-007679	FULTON ST	EDWARDS, GEORGE C., STADIUM, WEST	BERKELEY	SM	1932	NAT.REG.	01-0016	04/01/93	1D	AC
							HIST.SURV.	4701-0717-0007	04/01/93	1D	AC
085099	01-007681	FULTON ST	EDWARDS, GEORGE C., STADIUM, SCORE	BERKELEY	SM	1932	NAT.REG.	01-0016	04/01/93	1D	AC
							HIST.SURV.	4701-0717-0009	04/01/93	1D	AC
085100	01-007682	FULTON ST	EDWARDS, GEORGE C., STADIUM, TRACK	BERKELEY	SM		NAT.REG.	01-0016	04/01/93	6X	
							HIST.SURV.	4701-0717-0010	04/01/93	6X	
085102	01-007683	FULTON ST	EDWARDS, GEORGE C., STADIUM, TENNI	BERKELEY	SM	1980	NAT.REG.	01-0016	04/01/93	6X	
							HIST.SURV.	4701-0717-0011	04/01/93	6X	
085105	01-007684	FULTON ST	EDWARDS, GEORGE C., STADIUM FLAGPO	BERKELEY	SM	1932	NAT.REG.	01-0016	04/01/93	1D	AC
							HIST.SURV.	4701-0717-0012	04/01/93	1D	AC

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085096	01-007678	FULTON ST	EDWARDS, GEORGE C., STADIUM, EAST	BERKELEY	SM	1932	NAT.REG.	01-0016	04/01/93	1D	AC
							HIST.SURV.	4701-0717-0006	04/01/93	1D	AC
085098	01-007680	FULTON ST	EDWARDS, GEORGE C., STADIUM, WEST	BERKELEY	SM	1932	NAT.REG.	01-0016	04/01/93	1D	AC
							HIST.SURV.	4701-0717-0008	04/01/93	1D	AC
085080	01-007673	FULTON ST	EDWARDS, GEORGE C. STADIUM TICKETB	BERKELEY	SM	1932	NAT.REG.	01-0016	04/01/93	1D	AC
							HIST.SURV.	4701-0717-0001	04/01/93	1D	AC
085087	01-007675	FULTON ST	EDWARDS, GEORGE C. STADIUM, TICKET	BERKELEY	SM	1932	NAT.REG.	01-0016	04/01/93	1D	AC
							HIST.SURV.	4701-0717-0003	04/01/93	1D	AC
085086	01-007674	FULTON ST	EDWARDS, GEORGE C. STADIUM, TICKET	BERKELEY	SM	1932	NAT.REG.	01-0016	04/01/93	1D	AC
							HIST.SURV.	4701-0717-0002	04/04/93	1D	AC
085106	01-007685	FULTON ST	EDWARDS, GEORGE C., STADIUM, MEMOR	BERKELEY	SM	1932	NAT.REG.	01-0016	04/01/93	1D	AC
							HIST.SURV.	4701-0717-0013	04/01/93	1D	AC
085088	01-007676	FULTON ST	EDWARDS, GEORGE C. ▒, STADIUM, TEN	BERKELEY	MS	1980	NAT.REG.	01-0016	04/01/93	6X	AC
							HIST.SURV.	4701-0717-0004	04/01/93	6X	AC
012388	01-005344	2142 FULTON ST	THE THIRD OF THREE HOUSES FOR CHAR	BERKELEY	P	1899	HIST.SURV.	4701-0320-0000		3S	
012389	01-005345	2144 FULTON ST	THE SECOND OF THREE HOUSES FOR CHA	BERKELEY	P	1899	HIST.SURV.	4701-0321-0000		3S	
012390	01-005346	2146 FULTON ST	THE FIRST OF THREE HOUSES FOR CHAR	BERKELEY	P	1899	HIST.SURV.	4701-0322-0000		3S	
162976		2223 FULTON ST	FEDERAL LAND BANK/ATHLETIC TICKET	BERKELEY	P	1922	PROJ.REVW.	FTA051227A	03/15/06	6Y	
012391	01-005347	2233 FULTON ST	FEDERAL LAND BANK, UNIVERSITY EXTE	BERKELEY	S	1922	HIST.SURV.	4701-0323-0000		7N	
012392	01-005348	2280 FULTON ST	BERKELEY IOOF TEMPLE/ODD FELLOWS T	BERKELEY	P	1926	PROJ.REVW.	FTA051227A	03/15/06	2S2	AC
							HIST.SURV.	4701-0324-0000		3S	
012393	01-005349	2424 FULTON ST	ONE OF TWO HOMES FOR MRS BASSE	BERKELEY	P	1884	HIST.SURV.	4701-0325-0000		3S	
012394	01-005350	2426 FULTON ST	THE OTHER OF TWO HOMES FOR MRS BAS	BERKELEY	P	1884	HIST.SURV.	4701-0326-0000		3S	
012395	01-005351	2535 FULTON ST	J. A. MARSHALL HOUSE	BERKELEY	P	1897	HIST.SURV.	4701-0327-0000		3S	
080717	01-006953	2718 FULTON ST		BERKELEY	U	1925	PROJ.REVW.	HUD930319F	03/25/93	6Y	
073086	01-006733	2928 FULTON ST		BERKELEY	U	1900	PROJ.REVW.	HUD910820D	09/11/91	6Y	
012397	01-005353	GAYLEY RD	LAWSON ADIT	BERKELEY	S	1916	HIST.SURV.	4701-0329-0000		3S	
012396	01-005352	GAYLEY RD	HEARST GREEK THEATRE, CAMPUS DISTR	BERKELEY	S	1902	HIST.SURV.	4701-0328-0000	05/21/91	3S	
							HIST.SURV.	4701-0693-0000	03/25/82	1S	
							HIST.RES.	SHL-0946-0001	08/07/81	1CL	
012702	01-005658	GAYLEY RD	SENIOR MEN'S HALL	BERKELEY	S	1906	HIST.RES.	NPS-74000506-0000	11/05/74	1S	
							HIST.SURV.	4701-0635-0000	01/01/74	1S	
012714	01-005670	GAYLEY RD	WOMEN'S FACULTY CLUB	BERKELEY	P	1923	HIST.SURV.	4701-0647-0000		3S	
077089	01-006824	GAYLEY RD	GIRTON HALL / SENIOR WOMEN'S HALL	BERKELEY	S	1911	HIST.RES.	NPS-91001473-0000	09/26/91	1S	AC
							NAT.REG.	01-0010	08/15/91	3S	AC
							HIST.SURV.	4701-0634-0000		3S	
155117		1145 GILMAN ST	SAINT AMBROSE CHURCH	BERKELEY	P	1911	PROJ.REVW.	FCC050701A	08/22/05	2S2	C
012399	01-005355	2204 GLEN AVE	ROY R. DEMPSTER HOUSE	BERKELEY	P	1907	HIST.SURV.	4701-0331-0000		3S	
012400	01-005356	2022 GRANT ST	ADDISON MARKET, SANDWICH CITY & AM	BERKELEY	P	1914	HIST.SURV.	4701-0332-0000		3S	
012406	01-005362	2223 GRANT ST	SAMUEL TAYLOR HOUSE	BERKELEY	P	1894	HIST.SURV.	4701-0338-0000		7N	
155140		2540 GRANT ST		BERKELEY	P	1923	PROJ.REVW.	HUD050808P	09/12/05	6Y	
012402	01-005358	1201 GRAVE ST	1201 GROVE ST	BERKELEY	P	1934	HIST.SURV.	4701-0334-0000		3S	
012407	01-005363	GREENWOOD TERRACE	WARREN GREGORY ESTATES, GREENWOOD	BERKELEY	P	1954	HIST.SURV.	4701-0339-0000		3S	
012408	01-005364	1459 GREENWOOD TERRACE	GREGORY HOUSE, GREGORY WURSTER HOU	BERKELEY	P	1903	HIST.SURV.	4701-0340-0000		3S	
012409	01-005365	1476 GREENWOOD TERRACE	FRANCES E GREGORY HOUSE	BERKELEY	P	1907	HIST.SURV.	4701-0341-0000		3S	
012401	01-005357	1486 GREENWOOD TERRACE	NOYES HOUSE	BERKELEY	P	1913	HIST.SURV.	4701-0333-0000		3S	
012500	01-005456	2750 GRIZZLY PARK BLVD	CHAPEL OF THE CROSS	BERKELEY	P	1965	HIST.SURV.	4701-0432-0000		3S	
012403	01-005359	1300 GROVE ST	MAYBECK HOUSE	BERKELEY	P	1894	HIST.SURV.	4701-0335-0000		3S	
012404	01-005360	1905 GROVE ST	CHARLES H. SPEAR HOUSE	BERKELEY	P	1906	HIST.SURV.	4701-0336-0000		3S	
012410	01-005366	2640 GROVE ST	EDWARD E. NICHAUS CO. MORTUARY, TH	BERKELEY	P	1925	HIST.SURV.	4701-0342-0000		3S	
119459	01-010234	1430 HARMON ST		BERKELEY	P	1945	HIST.RES.	DOE-01-95-0096-0000	08/30/95	6U	
							PROJ.REVW.	HUD950830F	08/30/95	6U	
012412	01-005368	1808 HARMON ST	IT THEATRE HAWS PLUMBING, RESEARCH	BERKELEY	P	1909	HIST.SURV.	4701-0344-0000		3S	
069690	01-005928	1884 HARMON ST		BERKELEY	U	1900	PROJ.REVW.	HUD901019B	11/29/90	6Y	

PROPERTY-NUMBER	PRIMARY-#	STREET.ADDRESS.....	NAMES.....	CITY.NAME.....	OWN	YR-C	OHP-PROG..	PRG-REFERENCE-NUMBER	STAT-DAT	NRS	CRIT
080730	01-006964	1894 HARMON ST		BERKELEY	U	1926	PROJ.REVW.	HUD930319S	03/25/93	6Y	
012413	01-005369	1925 HARMON ST	SARAH EZ AXTELL JPISE	BERKELEY	P	1892	HIST.SURV.	4701-0345-0000		3S	
154674		3033 HARPER ST		BERKELEY	P	1906	PROJ.REVW.	HUD050613D	06/20/05	6Y	
162551		3112 HARPER ST		BERKELEY	P	1923	PROJ.REVW.	HUD060519C	06/26/06	6Y	
162552		3116 HARPER ST		BERKELEY	P	1909	PROJ.REVW.	HUD060519C	06/26/06	6Y	
162553		3127 HARPER ST		BERKELEY	P	1895	PROJ.REVW.	HUD060519C	06/26/06	6Y	
162554		3128 HARPER ST		BERKELEY	P	1909	PROJ.REVW.	HUD060519C	06/26/06	6Y	
162555		3131 HARPER ST		BERKELEY	P	1963	PROJ.REVW.	HUD060519C	06/26/06	6Y	
162556		3132 HARPER ST		BERKELEY	P	1908	PROJ.REVW.	HUD060519C	06/26/06	6Y	
162562		3140 HARPER ST		BERKELEY	P	1929	PROJ.REVW.	HUD060519C	06/26/06	6Y	
080739	01-006973	1240 HASKELL ST		BERKELEY	U	1892	PROJ.REVW.	HUD930319b	03/25/93	6Y	
165320		1324 HASKELL ST		BERKELEY	P	1924	PROJ.REVW.	HUD070208B	03/05/07	6Y	
012415	01-005371	1920 HASTE ST	MONROE C HAMLIN HOUSE	BERKELEY	P	1892	HIST.SURV.	4701-0347-0000		3S	
012416	01-005372	2419 HASTE ST	HASTE STREET BUILDING / MCKINLEY S	BERKELEY	P	1906	HIST.SURV.	4701-0348-0000		3S	
012417	01-005373	2436 HASTE ST	GEORGE D. HUTCHINSON APARTMENT	BERKELEY	P	1904	HIST.SURV.	4701-0349-0000		3S	
012418	01-005374	2441 HASTE ST	SEQUOIA APARTMENTS STUDIO GUILD TH	BERKELEY	P	1916	HIST.SURV.	4701-0350-0000		3S	
012419	01-005375	2501 HASTE ST	BERKELEY INN	BERKELEY	P	1911	HIST.SURV.	4701-0351-0000		7R	
012411	01-005367	2509 HASTE ST	WOOLEY HOUSE	BERKELEY	P	1879	HIST.SURV.	4701-0343-0000		3S	
012420	01-005376	2605 HASTE ST	CASA BONITA	BERKELEY	P	1928	HIST.SURV.	4701-0352-0000		3S	
012422	01-005378	1404 HAWTHORNE TERRACE	MCCORMIC HOUSE	BERKELEY	P	1911	HIST.SURV.	4701-0354-0000		3S	
012414	01-005370	1408 HAWTHORNE TERRACE	ESTELLE S. CLARK HOUSE	BERKELEY	P	1921	HIST.SURV.	4701-0346-0000		3S	
012423	01-005379	1411 HAWTHORNE TERRACE	W NICHOLS JR HOUSE, CULVER HOUSE	BERKELEY	P	1909	HIST.SURV.	4701-0355-0000		3S	
012424	01-005380	1441 HAWTHORNE TERRACE	COL EDWIN LANDON HOUSE	BERKELEY	P	1924	HIST.SURV.	4701-0356-0000		3S	
012425	01-005381	8 HAZEL RD	W E CHAMBERLAIN HOUSE, MARY LOY HO	BERKELEY	P	1923	HIST.SURV.	4701-0357-0000		3S	
012427	01-005383	HEARST AVE	STUDENTS OBSERVATORY, HILL OR LEUS	BERKELEY	S	1885	HIST.SURV.	4701-0359-0000		3S	
012428	01-005384	HEARST AVE	STEARN HALL	BERKELEY	S	1914	HIST.SURV.	4701-0360-0000		7N	
012429	01-005385	HEARST AVE	DRAWING BLDG, NAVAL ARCHITECTURE B	BERKELEY	S	1914	HIST.RES.	NPS-76000475-0000	11/18/76	1S	
							HIST.SURV.	4701-0361-0000		1S	
012430	01-005386	HEARST AVE	BETA THETA PI FRAT HOUSE, GRADUATE	BERKELEY	S	1893	HIST.SURV.	4701-0362-0000		3S	
012426	01-005382	HEARST AVE	NORTH GATE HALL; ARCHITECTURE BUIL	BERKELEY	S	1906	HIST.RES.	NPS-82004648-0000	03/25/82	1S	
							HIST.SURV.	4701-0358-0000		3S	
							HIST.RES.	SHL-0946-0003	08/07/81	1CL	
012439	01-005395	HEARST AVE	PERGOLA FOR E C BRADLEY	BERKELEY	P	1911	HIST.SURV.	4701-0371-0000		3S	
012712	01-005668	HEARST AVE	PRESIDENTS HOUSE; UNIVERSITY HOUSE	BERKELEY	S	1900	HIST.RES.	NPS-82004652-0000	03/25/82	1S	
							HIST.RES.	SHL-0946-0016	08/07/81	1CL	
							HIST.SURV.	4701-0645-0000		3S	
143802		HEARST AVE	LECONTE HALL	BERKELEY	S	1924	HIST.RES.	NPS-04000622-0000	06/25/04	1S	ABC
							NAT.REG.	01-0059	10/14/03	3S	ABC
012431	01-005387	733 HEARST AVE	DAVID/ HARMS HOUSE	BERKELEY	M	1890	HIST.SURV.	4701-0683-0000	01/01/78	2S	
							HIST.SURV.	4701-0363-0000		3S	
							PROJ.REVW.	65000730	12/12/78	2S	
012432	01-005388	809 HEARST AVE	ALBERT FERREIRA HOUSE, MR. KAHN'S	BERKELEY	P	1880	HIST.SURV.	4701-0364-0000		3S	
012433	01-005389	815 HEARST AVE	ANTONIO BROWN HOUSE	BERKELEY	M	1875	HIST.SURV.	4701-0365-0000		7N	
012434	01-005390	913 HEARST AVE	ALPHANSO-BUILT HOUSE	BERKELEY	P	1885	HIST.SURV.	4701-0366-0000		3S	
012435	01-005391	914 HEARST AVE	COOLEY HOUSE	BERKELEY	P	1880	HIST.SURV.	4701-0367-0000		3S	
012436	01-005392	926 HEARST AVE	FIRST PRESBYTERIAN CHURCH, ST PROC	BERKELEY	P	1879	HIST.SURV.	4701-0368-0000		3S	
074176	01-006769	1001 HEARST AVE	EPISCOPAL CHURCH OF THE GOOD SHEPA	BERKELEY	P	1878	HIST.RES.	NPS-86003361-0000	12/01/86	1S	
							HIST.SURV.	4701-0369-0000		3S	
087654	01-008032	1133 HEARST AVE		BERKELEY	P	1943	PROJ.REVW.	HUD940209G	02/28/94	6Y	
161618		1424 HEARST AVE		BERKELEY	P	1937	PROJ.REVW.	HUD060301B	03/03/06	6Y	
180332		1544 HEARST AVE		BERKELEY	P		PROJ.REVW.	HUD101025F	11/16/10	6Y	
012438	01-005394	2323 HEARST AVE	ROBERT H WETMORE HOUSE	BERKELEY	P	1923	HIST.SURV.	4701-0370-0000		3S	
181392		2535 HEARST AVE		BERKELEY	P	1964	PROJ.REVW.	FCC100701F	07/28/10	6Y	
012780	01-005725	2717 HEARST AVE	PHI DELTA THETA CHAPTER HOUSE	BERKELEY	S	1914	HIST.RES.	NPS-83001172-0000	01/11/83	1S	
012440	01-005396	1001 HEINZ AVE	THOMAS HOUSE AND STORE, ECOLE BUIL	BERKELEY	P	1915	HIST.SURV.	4701-0372-0000		3S	
012441	01-005397	1736 HIGHLAND PL	KEELER STUDIO	BERKELEY	P	1902	HIST.SURV.	4701-0373-0000		3S	

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012442	01-005398	1770 HIGHLAND PL	CHARLES KEELER HOUSE	BERKELEY	P	1895	HIST.SURV.	4701-0374-0000		3S	
012444	01-005400	2680 HILGARD AVE	J H BURNETT HOUSE	BERKELEY	P	1924	HIST.SURV.	4701-0376-0000		3S	
012445	01-005401	2 HILLCREST CT	H. L. JOHNSON HOUSE	BERKELEY	P	1912	HIST.SURV.	4701-0377-0000		3S	
012446	01-005402	9 HILLCREST CT	CHARLES FISHER HOUSE, MACANLAY HOU	BERKELEY	P	1918	HIST.SURV.	4701-0378-0000		7N	
012447	01-005403	27 HILLCREST RD	H. JOHNSON SPECULATIVE HOUSE	BERKELEY	P	1914	HIST.SURV.	4701-0379-0000		3S	
012448	01-005404	35 HILLCREST RD	H. JOHNSON SPECULATIVE HOUSE	BERKELEY	P	1914	HIST.SURV.	4701-0380-0000		3S	
012449	01-005405	36 HILLCREST RD	R MAURY SIMS HOUSE, SIMS HOUSE	BERKELEY	P	1908	HIST.SURV.	4701-0381-0000		3S	
012450	01-005406	66 HILLCREST RD	E J SCHNEIDER HOUSE	BERKELEY	P	1922	HIST.SURV.	4701-0382-0000		3S	
012451	01-005407	159 HILLCREST RD	CHAPIN HOUSE	BERKELEY	P	1912	HIST.SURV.	4701-0383-0000		3S	
012452	01-005408	161 HILLCREST RD	ORASMUS & SUSAN COLE HOUSE, KINDT	BERKELEY	P	1906	HIST.SURV.	4701-0384-0000		3S	
012453	01-005409	2527 HILLEGASS AVE	MISS ELEANOR M SMITH HOUSE	BERKELEY	P	1927	HIST.SURV.	4701-0385-0000		3S	
164503		2545 HILLEGASS AVE		BERKELEY	P	1910	PROJ.REVW.	HUD061215A	12/19/06	6Y	
012454	01-005410	2600 HILLEGASS AVE	FISH HOUSE	BERKELEY	P	1897	HIST.SURV.	4701-0386-0000		3S	
012455	01-005411	2601 HILLEGASS AVE	JOHN MARSHALL HOUSE, LINDBLAM HOUS	BERKELEY	P	1898	HIST.SURV.	4701-0387-0000		3S	
012456	01-005412	2624 HILLEGASS AVE	BERKELEY TENNIS CLUB, SCHWENK RESI	BERKELEY	P	1908	HIST.SURV.	4701-0388-0000		3S	
012459	01-005415	2747 HILLEGASS AVE	JOHN COOK HOUSE	BERKELEY	P	1905	HIST.SURV.	4701-0391-0000		3S	
012458	01-005414	2422 HILLSIDE AVE	SHEPHERD HOUSE	BERKELEY	P	1911	HIST.SURV.	4701-0390-0000		3S	
012460	01-005416	2425 HILLSIDE AVE	FORD HOUSE CROCKER HALL HS, PADMA	BERKELEY	P	1895	HIST.SURV.	4701-0392-0000		3S	
012461	01-005417	2434 HILLSIDE AVE	PROFESSOR GEORGE M. STRATTON HOUSE	BERKELEY	P	1901	HIST.SURV.	4701-0393-0000		3S	
012462	01-005418	2444 HILLSIDE AVE		BERKELEY	P	1905	HIST.SURV.	4701-0394-0000		3S	
012457	01-005413	19 HILLSIDE CT	JOSEPH N. LECONTE HOUSE	BERKELEY	P	1908	HIST.SURV.	4701-0389-0000		3S	
012463	01-005419	1410 HOLLY ST	ELIAS OLIN JAMES HOUSE	BERKELEY	P	1908	HIST.SURV.	4701-0395-0000		3S	
183735		1541 HOPKINS ST	HOPKINS LAUNDERETTE/ SUPPLE MEDICA	BERKELEY	P	1930	PROJ.REVW.	FCC100119D	03/29/10	6Y	
012464	01-005420	1675 HOPKINS ST	ADCADK HOUSE, McQUESTION HOUSE	BERKELEY	P	1889	HIST.SURV.	4701-0396-0000		3S	
069822	01-005932	821 INDIAN ROCK AVE		BERKELEY	U	1924	PROJ.REVW.	HUD901218D	01/14/91	6Y	
163324		1705 JAYNES ST		BERKELEY	P	1912	PROJ.REVW.	HUD060803C	09/07/06	6Y	
161740		2125 JEFFERSON ST	ST JOSEPH THE WORKER SCHOOL	BERKELEY	P	1923	PROJ.REVW.	FCC050404G	08/08/05	6Y	
012465	01-005421	814 JONES ST	AUGUSTUS PASSET HOUSE	BERKELEY	P	1880	HIST.SURV.	4701-0397-0000		3S	
084844	01-007664	941 JONES ST		BERKELEY	P	1926	PROJ.REVW.	HUD931116H	12/08/93	6Y	
184501		1004 JONES ST		BERKELEY	P	1924	PROJ.REVW.	HUD101203B	12/28/10	6Y	
074402	01-006784	1308 KAIN ST		BERKELEY	U	1923	PROJ.REVW.	HUD920127E	02/19/92	6Y	
181485		1242 KAINS AVE		BERKELEY	P	1910	PROJ.REVW.	HUD110303K	03/09/11	6Y	
070365	01-005958	1339 KAINS AVE		BERKELEY	U	1904	PROJ.REVW.	HUD910422E	05/15/91	6Y	
084845	01-007665	1234 KAINS ST		BERKELEY	P	1925	PROJ.REVW.	HUD931116I	12/08/93	6Y	
155116		1242 KAINS ST		BERKELEY	P	1910	PROJ.REVW.	HUD050617B	06/28/05	6Y	
012466	01-005422	1011 KEITH AVE	FRANK DEMENEZ HOUSE	BERKELEY	P	1923	HIST.SURV.	4701-0398-0000		3S	
067113	01-005836	KING ST	KING STREET HEALTH CENTER	BERKELEY	U		PROJ.REVW.	HUD900126A	02/15/90	6Y	
012467	01-005423	2090 KITTREDGE ST	BERKELEY PUBLIC LIBRARY	BERKELEY	M	1930	PROJ.REVW.	FTA051227A	03/15/06	2S2	
							HIST.RES.	NPS-82002156-0000	06/25/82	1S	
							HIST.SURV.	4701-0399-0000	06/25/82	1S	
162977		2110 KITTREDGE ST	PEETS COFFEE/WANGER BLOCK	BERKELEY	P	1903	PROJ.REVW.	FTA051227A	03/15/06	6Y	
012468	01-005424	2113 KITTREDGE ST	FOX CALIF T&D THEATRE, CALIF THEAT	BERKELEY	P	1914	HIST.SURV.	4701-0400-0000		3S	
012469	01-005425	2115 KITTREDGE ST	A. H. BROAD HOUSE MARIALIS BEAUTY,	BERKELEY	P	1895	HIST.SURV.	4701-0401-0000		3S	
012470	01-005426	2124 KITTREDGE ST	ROBERT ELDER HOUSE, MORGAN & AGOST	BERKELEY	P	1895	HIST.SURV.	4701-0402-0000		3S	
012471	01-005427	2138 KITTREDGE ST	JOHN C FITZPATRIC HOUSE	BERKELEY	P	1904	HIST.SURV.	4701-0403-0000		3S	
012472	01-005428	2150 KITTREDGE ST	SITE OF HERB'S HAMBURGERS (DEMOLIS	BERKELEY	P	1949	HIST.SURV.	4701-0404-0000		3S	
012700	01-005656	LA LOMA AVE	CLASS OF 1910 BRIDGE	BERKELEY	S	1910	HIST.SURV.	4701-0633-0000		3S	
012473	01-005429	1508 LA LOMA AVE	TYNDEL BISHOP HOUSE	BERKELEY	P	1923	HIST.SURV.	4701-0405-0000		3S	
012474	01-005430	1515 LA LOMA AVE	LAWSON HOUSE	BERKELEY	P	1907	HIST.SURV.	4701-0406-0000		3S	
012475	01-005431	1675 LA LOMA AVE	GEORGE D. W. JENSEN HOUSE	BERKELEY	P	1891	HIST.SURV.	4701-0407-0000		3S	
012476	01-005432	1705 LA LOMA AVE	REES HOUSE	BERKELEY	P	1906	HIST.SURV.	4701-0408-0000		3S	
012477	01-005433	1715 LA LOMA AVE	LILLIAN BRIDGEMAN HOUSE	BERKELEY	P	1899	HIST.SURV.	4701-0409-0000		3S	
012478	01-005434	1715 LA LOMA AVE	LILLIAN BRIDGEMAN STUDIO, COTTAGE	BERKELEY	P	1908	HIST.SURV.	4701-0410-0000		3S	
012479	01-005435	1730 LA LOMA AVE	THETA XI TOAD HALL, KINGMAN HALL	BERKELEY	P	1914	HIST.SURV.	4701-0411-0000		3S	
012480	01-005436	1620 LA VEREDA RD	CANNON HOUSE, JANICE WOOD HOUSE	BERKELEY	P	1922	HIST.SURV.	4701-0412-0000		3S	
012481	01-005437	1631 LA VEREDA RD	THEODORE PETERSEN HOUSE	BERKELEY	P	1895	HIST.SURV.	4701-0413-0000		3S	

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012482	01-005438	2300 LE CONTE ST	HARRIS HOUSE	BERKELEY	P	1939	HIST.SURV.	4701-0414-0000		3S	
012483	01-005439	2311 LE CONTE ST	DELTA ZETA SORORITY, BACHERLORDON	BERKELEY	P	1923	HIST.SURV.	4701-0415-0000		7N	
012484	01-005440	2317 LE CONTE ST	WARREN T. CLARKE HOUSE, PACIFIC SC	BERKELEY	P	1912	HIST.SURV.	4701-0416-0000		3S	
012485	01-005441	2368 LE CONTE ST	PHOEBE HEARST HOUSE, INSTITUTE BLD	BERKELEY	P	1900	HIST.SURV.	4701-0417-0000		3S	
012486	01-005442	2656 LE CONTE ST	LYDIA ATTERBURY HOUSE	BERKELEY	P	1898	HIST.SURV.	4701-0418-0000		3S	
012487	01-005443	2663 LE CONTE ST	BIOLETTI HOUSE, FREDERICK ANDERSEN	BERKELEY	P	1939	HIST.SURV.	4701-0419-0000		3S	
075731	01-006803	LE ROY AVE	LA LOMA STEPS	BERKELEY	U	1920	HIST.RES.	DOE-01-92-0008-0000	03/31/92	6Y	
							PROJ.REVW.	FEMA920317A	03/31/92	6Y	
012488	01-005444	1401 LE ROY AVE	JOHN GALEN HOWARD HOUSE	BERKELEY	P	1912	HIST.SURV.	4701-0420-0000		3S	
012489	01-005445	1404 LE ROY AVE	THE DAVIDSON HOUSE	BERKELEY	P	1918	HIST.SURV.	4701-0421-0000		3S	
012758	01-005714	1581 LE ROY AVE	HILLSIDE SCHOOL, HILLSIDE PRIMARY	BERKELEY	D	1925	HIST.RES.	NPS-82000961-0000	10/29/82	1S	
012490	01-005446	1755 LE ROY AVE	VALNEY C MOODY HOUSE, TELEFSEN HAL	BERKELEY	P	1897	HIST.SURV.	4701-0422-0000		3S	
012491	01-005447	1765 LE ROY AVE	ANNIE MAYBECK OAK	BERKELEY	M	0	HIST.SURV.	4701-0423-0000		3S	
012492	01-005448	1772 LE ROY AVE	OSCAR MAURER STUDIO	BERKELEY	P	1907	HIST.SURV.	4701-0424-0000		3S	
012493	01-005449	1777 LE ROY AVE	ALENOKE MANOR, FREEMAN HOUSE	BERKELEY	P	1904	HIST.SURV.	4701-0425-0000		3S	
012494	01-005450	1710 LINCOLN ST	THE MARAN HOUSE	BERKELEY	P	1880	HIST.SURV.	4701-0426-0000		3S	
182856		1721 LINCOLN ST		BERKELEY	P	1920	PROJ.REVW.	HUD110526J	06/21/11	6Y	
012495	01-005451	2960 LINDEN ST	HIRAM D KELLOGG RESIDENCE	BERKELEY	P	1902	HIST.SURV.	4701-0427-0000		3S	
114418	01-010094	M L KING JR WY	BERKELEY HISTORIC CIVIC CENTER DIS	BERKELEY	MPS	1909	NAT.REG.	01-0033	12/03/98	3S	AC
							HIST.RES.	NPS-98000963-9999	12/03/98	1S	AC
119291	01-010212	2100 M L KING JR WY	CIVIC CENTER PARK	BERKELEY	M	1938	HIST.RES.	NPS-98000963-0002	12/03/98	1D	AC
							NAT.REG.	01-0033	12/03/98	1D	AC
119295	01-010213	2100 M L KING JR WY	CIVIC CENTER FOUNTAIN	BERKELEY	M	1938	HIST.RES.	NPS-98000963-0003	12/03/98	1D	AC
							NAT.REG.	01-0033	12/03/98	1D	AC
119319	01-010220	2120 M L KING JR WY	ALAMEDA COUNTY COURTHOUSE	BERKELEY	M	1958	HIST.RES.	NPS-98000963-0013	12/03/98	6X	
							NAT.REG.	01-0033	12/03/98	6X	
012405	01-005361	2134 M L KING JR WY	BERKELEY CITY HALL	BERKELEY	M	1908	HIST.RES.	NPS-98000963-0001	12/03/98	1D	AC
							NAT.REG.	01-0033	12/03/98	1D	AC
							ST.FND.PRG	619.0-HP-88-01-003	12/14/88	3	
							HIST.RES.	NPS-81000142-0000	09/11/81	1S	AC
							HIST.SURV.	4701-0337-0000	10/01/77	3S	
071105	01-005961	2942 M L KING JR WY		BERKELEY	U	1909	PROJ.REVW.	HUD910523C	06/24/91	6Y	
012496	01-005452	MARIN AVE	THE CIRCLE	BERKELEY	M	1911	HIST.SURV.	4701-0428-0000		3S	
012497	01-005453	1841 MARIN AVE	RALPH WHITE HOUSE, BUNZL HOUSE	BERKELEY	P	1913	HIST.SURV.	4701-0429-0000		3S	
096165	01-008329	1900 MARIN AVE	FIRE STATION #4	BERKELEY	M	1951	HIST.RES.	DSA-01-SPS-3159	06/23/95	3S	
012498	01-005454	2118 MARIN AVE	GEORGE L. BELL HOUSE, GUS GUSTAFSO	BERKELEY	P	1914	HIST.SURV.	4701-0430-0000		3S	
012499	01-005455	2750 MARIN AVE	DOBBINS ESTATE, PACIFIC LUTHERAN T	BERKELEY	P	1921	HIST.SURV.	4701-0431-0000		3S	
012501	01-005457	2770 MARIN AVE	J H NASH-H W CLARK HOUSE, PACIFIC	BERKELEY	P	1930	HIST.SURV.	4701-0433-0000		3S	
080736	01-006970	2511 MATHEWS ST		BERKELEY	U	1923	PROJ.REVW.	HUD930319Y	03/25/93	6Y	
089169	01-008079	2515 MATHEWS ST		BERKELEY	P	1922	PROJ.REVW.	HUD940321Z	04/20/94	6Y	
154186		2619 MATHEWS ST		BERKELEY	P	1909	PROJ.REVW.	HUD050419A	05/26/05	6Y	
080720	01-006956	2516 MCGEE AVE		BERKELEY	U	1924	PROJ.REVW.	HUD930319J	03/25/93	6Y	
075503	01-006795	2847 MCGEE AVE		BERKELEY	U	1900	PROJ.REVW.	HUD920309E	03/25/92	6Y	
066711	01-005818	2111 MCKINLEY AVE	McKINLEY HOUSE	BERKELEY	M	1925	PROJ.REVW.	HUD100308A	04/05/10	6Y	
							HIST.RES.	NPS-98000963-0014	12/03/98	6X	
							PROJ.REVW.	HUD880610B	07/13/88	6Y	
119318	01-010219	2117 MCKINLEY AVE	BERKELEY PUBLIC HEALTH BUILDING	BERKELEY	M	1955	HIST.RES.	NPS-98000963-0012	12/03/98	6X	
							NAT.REG.	01-0033	12/03/98	6X	
096131	01-008324	2121 MCKINLEY AVE	CITY OF BERKELEY - FIRE DEPARTMENT	BERKELEY	D	1955	HIST.RES.	DSA-01-SPS-3193	05/24/95	6J	
096101	01-008316	2171 MCKINLEY AVE	BERKELEY HALL OF JUSTICE	BERKELEY	M	1938	HIST.RES.	NPS-98000963-0011	12/03/98	1D	AC
							NAT.REG.	01-0033	12/03/98	1D	AC
							HIST.RES.	DSA-01-SPS-3163	04/05/95	6J	
012502	01-005458	919 MENDOCINO ST	RONALD H MADDAN HOUSE	BERKELEY	P	1913	HIST.SURV.	4701-0434-0000		3S	
012504	01-005460	1329 MILVIA ST	ROSE STREET SCHOOL	BERKELEY	P	1885	HIST.SURV.	4701-0436-0000		3S	

PROPERTY-NUMBER	PRIMARY-#	STREET.ADDRESS.....	NAMES.....	CITY.NAME.....	OWN	YR-C	OHP-PROG..	PRG-REFERENCE-NUMBER	STAT-DAT	NRS	CRIT
012759	01-005715	2000 MILVIA ST	BERKELEY UNITED STATES POST OFFICE	BERKELEY	F	1914	HIST.RES.	NPS-81000144-0000	01/29/81	1S	
012505	01-005461	2115 MILVIA ST	WHEELER MANUFACTURING CO	BERKELEY	P	1926	HIST.SURV.	4701-0437-0000		3S	
012506	01-005462	2180 MILVIA ST	FEDERAL LAND BANK /FARM CREDIT AD	BERKELEY	M	1938	HIST.RES.	NPS-98000963-0005	12/03/98	1D	AC
							NAT.REG.	01-0033	12/03/98	1D	AC
							HIST.RES.	DSA-01-SPS-3166	04/05/95	7K	
							HIST.SURV.	4701-0438-0000		3S	
177241	01-011462	2727 MILVIA ST	BERKELEY ICELAND, EAST BAY ICELAND	BERKELEY	P	1940	HIST.RES.	NPS-10000769-0000	09/21/10	1S	AC
							NAT.REG.	01-0091	01/13/09	3S	AC
012509	01-005465	4 MOSSWOOD LANE	STEILBERG, WALTER, COTTAGE	BERKELEY	P	1930	HIST.RES.	NPS-05000242-0053	10/21/05	1D	C
							HIST.SURV.	4701-0441-0000		3S	
012519	01-005475	MOSSWOOD RD	ORCHARD LANE-MOSSWOOD PATH	BERKELEY	M	0	HIST.SURV.	4701-0451-0000		3S	
157368		6 MOSSWOOD RD	MEL, CHARLES, COTTAGE AND GARAGE	BERKELEY	P	1924	HIST.RES.	NPS-05000424-0054	10/21/05	1D	C
157371		8 MOSSWOOD RD	MEL, CHARLES, HOUSE	BERKELEY	P	1919	HIST.RES.	NPS-05000424-0055	10/21/05	1D	C
157372		10 MOSSWOOD RD	HOUSE	BERKELEY	P		HIST.RES.	NPS-05000424-0056	10/21/05	6X	
157373		11 MOSSWOOD RD	JEPSON, PROFESSOR WILLIS L., COTTA	BERKELEY	P	1925	HIST.RES.	NPS-05000424-0058	10/21/05	1D	C
012507	01-005463	11 MOSSWOOD RD	JEPSON, PROFESSOR WILLIS L., HOUSE	BERKELEY	P	1929	HIST.RES.	NPS-05000424-0057	10/21/05	1D	C
							HIST.SURV.	4701-0439-0000		3S	
012510	01-005466	13 MOSSWOOD RD	FELDMAN, JOSEPH, HOUSE	BERKELEY	P	1939	HIST.RES.	NPS-05000424-0059	10/21/05	6X	
							HIST.SURV.	4701-0442-0000		7N	
157375		13 MOSSWOOD RD	FELDMAN, JOSEPH, RETAINING WALL	BERKELEY	P	1975	HIST.RES.	NPS-05000424-0060	10/21/05	6X	
157376		14 MOSSWOOD RD	BAIRD, MABEL R. / HUTCHINSON, LINC	BERKELEY	P	1919	HIST.RES.	NPS-05000424-0061	10/21/05	1D	C
157377		14 MOSSWOOD RD	HUTCHINSON, LINCOLN, DETACHED GARA	BERKELEY	P	1936	HIST.RES.	NPS-05000424-0062	10/21/05	1D	C
157378		14 MOSSWOOD RD	HUTCHINSON, LINCOLN, COTTAGE	BERKELEY	P	1936	HIST.RES.	NPS-05000424-0063	10/21/05	1D	C
157379		14 MOSSWOOD RD	HUTCHINSON, LINCOLN, RETAINING WAL	BERKELEY	P		HIST.RES.	NPS-05000424-0064	10/21/05	1D	C
157380		16 MOSSWOOD RD	BAIRD, MABLE R., HOUSE	BERKELEY	P	1922	HIST.RES.	NPS-05000424-0065	10/21/05	1D	C
157382		20 MOSSWOOD RD	DETACHED GARAGE	BERKELEY	P	2000	HIST.RES.	NPS-05000424-0067	10/21/05	6X	
157381		20 MOSSWOOD RD		BERKELEY	P	2000	HIST.RES.	NPS-05000424-0066	10/21/05	6X	
157384		21 MOSSWOOD RD	PARSONS, EDWARD T., GARAGE	BERKELEY	P	1924	HIST.RES.	NPS-05000424-0069	10/21/05	1D	C
012512	01-005468	21 MOSSWOOD RD	MAUSER, SILAS, FARMHOUSE / PARSONS	BERKELEY	P	1895	HIST.RES.	NPS-05000424-0068	10/21/05	1D	C
							HIST.SURV.	4701-0444-0000		3S	
012511	01-005467	29 MOSSWOOD RD	PARSONS, MARION, HOUSE	BERKELEY	P	1921	HIST.RES.	NPS-05000424-0070	10/21/05	1D	C
							HIST.SURV.	4701-0443-0000		3S	
157385		29 MOSSWOOD RD	PARSONS, MARION, DETACHED	BERKELEY	P	1921	HIST.RES.	NPS-05000424-0071	10/21/05	1D	C
157386		37 MOSSWOOD RD	ALLEN, JAMES T., HOUSE	BERKELEY	P	1911	HIST.RES.	NPS-05000424-0072	10/21/05	1D	C
157387		37 MOSSWOOD RD	ALLEN, JAMES T., RETAINING WALL	BERKELEY	P	1911	HIST.RES.	NPS-05000424-0073	10/21/05	1D	C
157388		38 MOSSWOOD RD	PARKER, CARLETON, HOUSE	BERKELEY	P	1915	HIST.RES.	NPS-05000424-0074	10/21/05	1D	C
079908	01-006916	737 NEILSON ST		BERKELEY	U	1920	PROJ.REVW.	HUD930105D	02/03/93	6Y	
012513	01-005469	2905 NEWBURY ST	MARY KEON HOUSE	BERKELEY	P	1891	HIST.SURV.	4701-0445-0000		3S	
012514	01-005470	2911 NEWBURY ST	MATHEW LEE HOUSE	BERKELEY	P	1889	HIST.SURV.	4701-0446-0000		3S	
012515	01-005471	2810 OAK KNOLL TERRACE	BENJAMIN G McDOUGALL HOUSE	BERKELEY	P	1910	HIST.SURV.	4701-0447-0000		3S	
012516	01-005472	OAK VALE AVE	RUSS ESTATE ENTRANCE DRIVE, OAK VA	BERKELEY	M	0	HIST.SURV.	4701-0448-0000		3S	
012517	01-005473	35 OAK VALE AVE	W H SELLANDER HOUSE	BERKELEY	P	1914	HIST.SURV.	4701-0449-0000		3S	
012518	01-005474	41 OAK VALE AVE	H. L. DUNGAN HOUSE	BERKELEY	P	1911	HIST.SURV.	4701-0450-0000		3S	
012522	01-005478	1 ORCHARD LANE	STEILBERG, WALTER, HOUSE / STEILBE	BERKELEY	P	1922	HIST.RES.	NPS-05000424-0075	10/21/05	1D	C
							HIST.SURV.	4701-0454-0000		3S	
157389		3 ORCHARD LANE	HOUSE	BERKELEY	P	1915	HIST.RES.	NPS-05000424-0076	10/21/05	1D	C
157390		3 ORCHARD LANE	RETAINING WALL	BERKELEY	P	1915	HIST.RES.	NPS-05000424-0077	10/21/05	1D	C
157395		19 ORCHARD LANE	BUSH, PHILIP, COTTAGE	BERKELEY	P	1950	HIST.RES.	NPS-05000424-0078	10/21/05	1D	C
157396		21 ORCHARD LANE	PARKER, ALFRED, COTTAGE	BERKELEY	P	1949	HIST.RES.	NPS-05000424-0079	10/21/05	1D	C
080723	01-006959	1114 OREGON ST		BERKELEY	U	1922	PROJ.REVW.	HUD930319M	03/25/93	6Y	
184716		1232 OREGON ST		BERKELEY	P	1919	PROJ.REVW.	HUD101103C	11/18/10	6Y	
080731	01-006965	1619 OREGON ST		BERKELEY	U	1907	PROJ.REVW.	HUD930319T	03/25/93	6Y	
161896		1627 OREGON ST		BERKELEY	P	1922	PROJ.REVW.	HUD060410C	04/12/06	6Y	
012520	01-005476	1720 OREGON ST	EDISON JR HIGH SCHOOL	BERKELEY	M	1915	HIST.SURV.	4701-0452-0000		3S	

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119326	01-010223	1809 OREGON ST		BERKELEY	U		HIST.RES.	DOE-01-95-0085-0000	04/11/95	6U	
							PROJ.REVW.	HUD950411B	04/11/95	6U	
012694	01-005650	2211 OREGON ST	J H WOOD HOUSE	BERKELEY	P	1905	HIST.SURV.	4701-0627-0000		7N	
012521	01-005477	2215 OREGON ST	J H WOOD HOUSE	BERKELEY	P	1905	HIST.SURV.	4701-0453-0000		7N	
012771	01-005720	OXFORD ST	AGRICULTURAL / UNIVERSITY COMPLEX	BERKELEY	S	1912	HIST.SURV.	4701-0703-0000	01/01/99	3S	
012766	01-005719	OXFORD ST	THE FACULTY CLUB, CAMPUS DISTRICT	BERKELEY	S	1902	HIST.RES.	NPS-82004641-0000	03/25/82	1S	
							HIST.RES.	SHL-0946-0007	08/07/81	1CL	
012761	01-005717	OXFORD ST	HEARST GREEK THEATRE	BERKELEY	S	1902	HIST.RES.	NPS-82004644-0000	03/25/82	1S	
012760	01-005716	OXFORD ST	UNIVERSITY OF CALIFORNIA BERKELEY	BERKELEY	S	1860	HIST.RES.	NPS-82004638-0000	03/25/82	1S	
							HIST.RES.	SHL-0946-9999	09/15/81	1CL	
012776	01-005722	OXFORD ST	FOUNDERS ROCK, CAMPUS DISTRICT	BERKELEY	S		HIST.RES.	NPS-82004642-0000	03/25/82	1S	
							HIST.RES.	SHL-0946-0017	08/07/81	1CL	
012775	01-005721	OXFORD ST	UNIVERSITY CLUB	BERKELEY	S	1900	HIST.SURV.	4701-0707-0000	01/01/82	3S	
012777	01-005723	OXFORD ST	HAVILAND HALL	BERKELEY	S	1924	HIST.RES.	NPS-82002161-0000	02/01/82	1S	
012764	01-005718	OXFORD ST	SATHER GATE AND BRIDGE	BERKELEY	S	1908	HIST.RES.	NPS-82004649-0000	03/25/82	1S	
012523	01-005479	936 OXFORD ST	SHARP HOUSE, LETCHWORTH HOUSE	BERKELEY	U	1910	HIST.SURV.	4701-0455-0000		3S	
012524	01-005480	1301 OXFORD ST	BYRNE HOUSE/THE CEDARS	BERKELEY	P	1886	HIST.RES.	NPS-78000643-0000	11/01/90	1S	
							HIST.SURV.	4701-0710-0000	01/01/78	1S	
							HIST.SURV.	4701-0456-0000		1S	
105379	01-009171	1431 OXFORD ST		BERKELEY	P	1904	HIST.RES.	DOE-01-97-0038-0000	11/15/97	6Y	
							PROJ.REVW.	HUD971003A	11/15/97	6Y	
							PROJ.REVW.	HUD961015C	11/15/96	6Y	
012525	01-005481	1506 OXFORD ST	THE OTHER OF TWO RENTAL HOUSES FOR	BERKELEY	P	1891	HIST.SURV.	4701-0457-0000		3S	
012526	01-005482	1510 OXFORD ST	ONE OF TWO RENTALS FOR MRS. WILLIA	BERKELEY	P	1891	HIST.SURV.	4701-0458-0000		3S	
012527	01-005483	1536 OXFORD ST	CAPTAIN BOUDROW HOUSE AT SEA CAPTA	BERKELEY	P	1889	HIST.SURV.	4701-0459-0000		3S	
012528	01-005484	1952 OXFORD ST	RICHFIELD OIL CO., UNIVERSITY GARA	BERKELEY	S	1930	HIST.SURV.	4701-0460-0000		3S	
012529	01-005485	2120 OXFORD ST	UNIVERSITY OF CALIFONIA PRESS/UC B	BERKELEY	S	1939	PROJ.REVW.	FTA051227A	03/15/06	2S2	
							HIST.SURV.	4701-0461-0000		3S	
012530	01-005486	2128 OXFORD ST	EASTMAN BLOC	BERKELEY	P	1902	HIST.SURV.	4701-0462-0000		7N	
012531	01-005487	2134 OXFORD ST	JOS.EPH S EASTMAN HOUSE SITE	BERKELEY	P	1880	HIST.SURV.	4701-0463-0000		7R	
012532	01-005488	2140 OXFORD ST	WILLIAM T SUCH BUILDING/OXFORD HAL	BERKELEY	P	1906	PROJ.REVW.	FTA051227A	03/15/06	2S2	AC
							HIST.SURV.	4701-0464-0000		3S	
012713	01-005669	OXFORD WY	CALIFORNIA HALL/CAMPUS DISTRICT	BERKELEY	S	1903	HIST.RES.	NPS-82004638-0000	03/25/82	1S	
							HIST.SURV.	4701-0719-0000	03/25/82	1S	
							HIST.SURV.	4701-0646-0000		3S	
							HIST.RES.	SHL-0946-0002	08/07/81	1CL	
149427		PANORAMIC WY	PANORAMIC HILL / UNIVERSITY TERRAC	BERKELEY	PM	1901	HIST.RES.	NPS-05000424-9999	10/21/05	1S	C
							NAT.REG.	01-0063	09/07/04	3S	C
157194		1 PANORAMIC WY	STEILBERG, WALTER T, PLAYHOUSE, PE	BERKELEY	P	1931	HIST.RES.	NPS-05000424-0002	10/21/05	1D	C
012533	01-005489	1 PANORAMIC WY	STEILBERG, WALTER T., COTTAGE AND	BERKELEY	P	1921	HIST.RES.	NPS-05000424-0001	10/21/05	1D	C
							HIST.SURV.	4701-0465-0000		3S	
012534	01-005490	5 PANORAMIC WY	PRICE, CLIFTON, APARTMENTS	BERKELEY	P	1912	HIST.RES.	NPS-05000424-0003	10/21/05	1D	C
							HIST.SURV.	4701-0466-0000		3S	
157195		18 PANORAMIC WY		BERKELEY	P	1911	HIST.RES.	NPS-04000424-0004	10/21/05	1D	C
157196		20 PANORAMIC WY		BERKELEY	P	1911	HIST.RES.	NPS-05000424-0005	10/21/05	1D	C
157197		23 PANORAMIC WY	BOKE, GEORGE H, DETACHED GARAGE	BERKELEY	P	1987	HIST.RES.	NPS-05000424-0007	10/21/05	6X	
012535	01-005491	23 PANORAMIC WY	BOKE, GOERGE H., HOUSE	BERKELEY	P	1901	HIST.RES.	NPS-04000424-0006	10/21/05	1D	C
							HIST.SURV.	4701-0467-0000		3S	
157199		25 PANORAMIC WY	DEANE, MARGARET, DETACHED GARAGE	BERKELEY	P	1926	HIST.RES.	NPS-05000424-0009	10/21/05	1D	C
157198		25 PANORAMIC WY	DEANE, MARGARET, HOUSE	BERKELEY	P	1908	HIST.RES.	NPS-05000424-0008	10/21/05	1D	C
157200		27 PANORAMIC WY	LEWIS, EXUM PERCIVAL, HOUSE	BERKELEY	P	1903	HIST.RES.	NPS-05000424-0010	10/21/05	1D	C
157201		30 PANORAMIC WY	HOUSE	BERKELEY	P		HIST.RES.	NPS-05000424-0011	10/21/05	6X	
157202		32 PANORAMIC WY	HOUSE	BERKELEY	P		HIST.RES.	NPS-05000424-0012	10/21/05	6X	
157203		36 PANORAMIC WY	BUCKHAM, J. W., HOUSE	BERKELEY	P	1908	HIST.RES.	NPS-05000424-0013	10/21/05	1D	C
012536	01-005492	38 PANORAMIC WY	STEILBERG, WALTER T., HOUSE AND GA	BERKELEY	P	1917	HIST.RES.	NPS-05000424-0014	10/21/05	1D	C

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							HIST.SURV.	4701-0468-0000		3S	
012541	01-005497	59 PANORAMIC WY	ATKINSON, FLORENCE, HOUSE	BERKELEY	P	1928	HIST.RES.	NPS-05000424-0015	10/21/05	1D	C
							HIST.SURV.	4701-0473-0000		3S	
157205		60 PANORAMIC WY	MOORE, WILLIAM J., HOUSE	BERKELEY	P	1913	HIST.RES.	NPS-05000424-0017	10/21/05	1D	C
157206		60 PANORAMIC WY	MOORE, WILLIAM J., RETAINING WALL	BERKELEY	P	1913	HIST.RES.	NPS-05000424-0018	10/21/05	1D	C
157204		61 PANORAMIC WY	ATKINSON, FLORENCE, DETACHED GARAG	BERKELEY	P	1929	HIST.RES.	NPS-05000424-0016	10/21/05	1D	C
157207		62 PANORAMIC WY	McDOWELL, MRS. LAURA, HOUSE	BERKELEY	P	1908	HIST.RES.	NPS-05000424-0019	10/21/05	1D	C
157208		62 PANORAMIC WY	McDOWELL, MRS. LAURA, DETACHED GAR	BERKELEY	P	1908	HIST.RES.	NPS-05000424-0020	10/21/05	1D	C
157209		64 PANORAMIC WY	ROUNTREE, MRS. E., HOUSE	BERKELEY	P	1908	HIST.RES.	NPS-05000424-0021	10/21/05	1D	C
157210		64 PANORAMIC WY	ROUNTREE, MRS. E., GARAGE AND APAR	BERKELEY	P	1964	HIST.RES.	NPS-05000424-0022	10/21/05	6X	
157211		65 PANORAMIC WY	HOUSE	BERKELEY	P	1964	HIST.RES.	NPS-05000424-0023	10/21/05	6X	
157214		66 PANORAMIC WY	TURNER, ELSIE LEE	BERKELEY	P	1908	HIST.RES.	NPS-05000424-0025	10/21/05	1D	C
157212		70 PANORAMIC WY	HOUSE	BERKELEY	P	1964	HIST.RES.	NPS-05000424-0024	10/21/05	6X	
157219		70 PANORAMIC WY	HOUSE	BERKELEY	P	1960	HIST.RES.	NPS-05000424-0026	10/21/05	6X	
157240		72 PANORAMIC WY	RATCLIFF, ROBERT, FOUNTAIN	BERKELEY	P	1939	HIST.RES.	NPS-05000424-0028	10/21/05	1D	C
157227		72 PANORAMIC WY	RATCLIFF, ROBERT, STUDIO	BERKELEY	P	1939	HIST.RES.	NPS-05000424-0027	10/21/05	1D	C
012542	01-005498	73 PANORAMIC WY	FORD, JEROME C., APARTMENTS	BERKELEY	P	1904	HIST.RES.	NPS-05000424-0030	10/21/05	1D	C
							HIST.SURV.	4701-0474-0000		3S	
157241		74 PANORAMIC WY	RATCLIFF, ROBERT, HOUSE	BERKELEY	P	1941	HIST.RES.	NPS-05000424-0029	10/21/05	1D	C
157262		94 PANORAMIC WY	PAINE, ROBERT TREAT, HOUSE	BERKELEY	P	1917	HIST.RES.	NPS-05000424-0031	10/21/05	1D	C
157268		101 PANORAMIC WY	FERGUSON, MARY VANEVEREN, HOUSE	BERKELEY	P	1931	HIST.RES.	NPS-05000424-0032	10/21/05	1D	C
157269		107 PANORAMIC WY	BORTWEIT, V. F., HOUSE	BERKELEY	P	1926	HIST.RES.	NPS-05000424-0033	10/21/05	1D	C
149428		255 PANORAMIC WY	HAVENS, WESTON, HOUSE	BERKELEY	P	1940	HIST.RES.	NPS-05000597-0000	06/11/08	1S	C
							NAT.REG.	01-0064	02/04/05	3S	C
171596		255 PANORAMIC WY	HAVENS, WESTON, HOUSE MAID QUARTER	BERKELEY	P	1940	HIST.RES.	NPS-05000597-0001	06/11/08	1D	C
							NAT.REG.	01-0064	02/04/05	3S	C
012754	01-005710	PARK ST	SAN PABLO PARK	BERKELEY	M	1910	HIST.SURV.	4701-0687-0001		7R	
164501		1319 PARKER ST		BERKELEY	P	1944	PROJ.REVW.	HUD061221D	12/22/06	6Y	
095491	01-008284	1429 PARKER ST		BERKELEY	P	1925	PROJ.REVW.	HUD950217P	04/11/95	6Y	
089170	01-008080	1545 PARKER ST		BERKELEY	P	1922	PROJ.REVW.	HUD940321AA	04/20/94	6Y	
012543	01-005499	2615 PARKER ST	MRS. C. L. GODDARD HOUSE	BERKELEY	P	1905	HIST.SURV.	4701-0475-0000		3S	
012546	01-005502	2616 PARKER ST	LINDBLOM APARTMENTS	BERKELEY	P	1911	HIST.SURV.	4701-0478-0000		3S	
012544	01-005500	2617 PARKER ST	MRS. C. L. GODDARD HOUSE	BERKELEY	P	1905	HIST.SURV.	4701-0476-0000		3S	
012545	01-005501	2619 PARKER ST	MRS. C. L. GODDARD HOUSE	BERKELEY	P	1905	HIST.SURV.	4701-0477-0000		3S	
012547	01-005503	2645 PARKER ST	DICKMAN HOUSE	BERKELEY	P	1893	HIST.SURV.	4701-0479-0000		3S	
012548	01-005504	2811 PARKER ST	MRS. ALBINA A. SEDGWICK HOUSE	BERKELEY	P	1883	HIST.SURV.	4701-0480-0000		3S	
084847	01-007667	1334 PERALTA AVE		BERKELEY	P	1926	PROJ.REVW.	HUD931116K	12/08/93	6Y	
012537	01-005493	PIEDMONT AVE	INTERNATIONAL HOUSE, I HOUSE	BERKELEY	S	1928	HIST.SURV.	4701-0469-0000		3S	
012549	01-005505	PIEDMONT AVE	CALIFORNIA MEMORIAL STADIUM	BERKELEY	S	1923	HIST.RES.	NPS-06001086-0000	11/27/06	1S	C
							NAT.REG.	01-0066	09/20/05	1S	C
							HIST.SURV.	4701-0481-0000		3S	
072944	01-006730	0 PIEDMONT AVE	PIEDMONT WAY	BERKELEY	M	0	ST.HS.LDMK	01-0008	06/12/89	7L	
							HIST.RES.	SHL-0986-0000	06/12/89	1CL	
012538	01-005494	2220 PIEDMONT AVE	KAPPA SIGMA FRATERNITY, LANGUAGE B	BERKELEY	S	1922	HIST.SURV.	4701-0470-0000		3S	
012539	01-005495	2222 PIEDMONT AVE	CHARLES E BANCROFT HOUSE, CENTER F	BERKELEY	S	1908	HIST.SURV.	4701-0471-0000		3S	
012540	01-005496	2224 PIEDMONT AVE	PROF. CHARLES A. NOBLE HOUSE, CTR	BERKELEY	S	1908	HIST.SURV.	4701-0472-0000		3S	
012550	01-005506	2232 PIEDMONT AVE	WALTER Y KELLOGG HOUSE, ANTH CONFE	BERKELEY	S	1908	HIST.SURV.	4701-0482-0000		3S	
012551	01-005507	2234 PIEDMONT AVE	DR. B. P. WALL HOUSE, INSTITUTE OF	BERKELEY	S	1909	HIST.SURV.	4701-0483-0000		3S	
012552	01-005508	2240 PIEDMONT AVE	SIGMA EPSILON FRATERNITY	BERKELEY	S	1923	HIST.SURV.	4701-0484-0000		3S	
012553	01-005509	2307 PIEDMONT AVE	WILLIAM R THORSEN HOUSE, SIGMA PHI	BERKELEY	P	1908	NAT.REG.	01-0092	06/02/10	7W	
							HIST.RES.	NPS-78000646-0000	11/20/78	1S	
							HIST.SURV.	4701-0485-0000	01/01/78	1S	
012554	01-005510	2311 PIEDMONT AVE	THE LEWIS HICKS HOUSE, BETA THETA	BERKELEY	P	1906	HIST.SURV.	4701-0486-0000		3S	
012555	01-005511	2336 PIEDMONT AVE	GEORGE TASHEIRA HOUSE, FUENTE HOUS	BERKELEY	S	1914	HIST.SURV.	4701-0487-0000		3S	

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012556	01-005512	2378 PIEDMONT AVE	GAYLEY HOUSE, STUDENT HOUSING COOP	BERKELEY	S	1905	HIST.SURV.	4701-0488-0000		3S	
012557	01-005513	2620 PIEDMONT AVE	WILLIAM B GESTER HOUSE	BERKELEY	P	1905	HIST.SURV.	4701-0489-0000		3S	
012558	01-005514	2625 PIEDMONT AVE	FREDERICK H CLARK	BERKELEY	P	1902	HIST.SURV.	4701-0490-0000		3S	
012559	01-005515	2799 PIEDMONT AVE	PERRY EVANS HOUSE	BERKELEY	P	1911	HIST.SURV.	4701-0491-0000		3S	
012560	01-005516	2905 PIEDMONT AVE	DR. ARTHUR H. WALLACE HOUSE, JOSEP	BERKELEY	P	1911	HIST.SURV.	4701-0492-0000		7N	
012561	01-005517	2960 PINE AVE	2 ELMWOOD TRACT	BERKELEY	P	1880	HIST.SURV.	4701-0493-0000		7N	
012674	01-005630	1 PLAZA DR	WALTER T WOOD HOUSE, COLBY HOUSE	BERKELEY	P	1909	HIST.SURV.	4701-0606-0000		3S	
012675	01-005631	1 PLAZA DR	WALTER T WOOD GARAGE	BERKELEY	P	1924	HIST.SURV.	4701-0607-0000		3S	
012562	01-005518	95 PLAZA DR	VALDA S. KIDD HOUSE	BERKELEY	P	1913	HIST.SURV.	4701-0494-0000		3S	
012563	01-005519	50 POPPY LANE	UNDERHILL HOUSE	BERKELEY	U	1930	HIST.SURV.	4701-0495-0000		3S	
012756	01-005712	POTTER ST	CAMP BERKELEY	BERKELEY	P	1942	HIST.SURV.	4701-0688-9999		7R	
072865	01-006718	1837 PRINCE ST		BERKELEY	U	1902	PROJ.REVW.	HUD910816B	08/22/91	6Y	
076692	01-006808	2015 PRINCE ST		BERKELEY	U	1906	PROJ.REVW.	HUD920402A	05/04/92	6Y	
012564	01-005520	2422 PROSPECT ST	JOHN F SIMS HOUSE, ALPHA DELTA PHI	BERKELEY	P	1893	HIST.SURV.	4701-0496-0000		3S	
103212	01-008517	2511 REGENT ST		BERKELEY	P	1903	PROJ.REVW.	HUD960807G	09/03/96	6Y	
012565	01-005521	2616 REGENT ST	ANNIE CAROLINE EDMONDS HOUSE	BERKELEY	P	1904	HIST.SURV.	4701-0497-0000		3S	
012566	01-005522	2731 REGENT ST	P. GRANT WILLIAMS HOUSE, REGENT ST	BERKELEY	M	1911	HIST.SURV.	4701-0498-0000		3S	
012567	01-005523	2913 REGENT ST	BARBER HOUSE	BERKELEY	P	1904	HIST.SURV.	4701-0499-0000		3S	
012568	01-005524	3000 REGENT ST	ALTA BATES HOSPITAL	BERKELEY	P	1927	HIST.SURV.	4701-0500-0000		3S	
012569	01-005525	2420 RIDGE RD	ADOLF MILLER HOUSE, RIDGE HOUSE	BERKELEY	P	1906	HIST.SURV.	4701-0501-0000		7N	
012570	01-005526	2523 RIDGE RD	TREEHAVEN	BERKELEY	P	1910	HIST.SURV.	4701-0502-0000		3S	
012571	01-005527	2600 RIDGE RD	CLOYNE COURT HOTEL, CLOYNE COURT C	BERKELEY	P	1904	HIST.RES.	NPS-92001718-0000	12/24/92	1S	
							NAT.REG.	01-0014	12/24/92	1S	C
							HIST.SURV.	4701-0503-0000	12/24/92	1S	C
012572	01-005528	2627 RIDGE RD	PHI KAPP PSI	BERKELEY	P	1901	HIST.SURV.	4701-0504-0000		3S	
012573	01-005529	6 ROBLE CT	McDUFFIE GARAGE	BERKELEY	P	1911	HIST.SURV.	4701-0505-0000		7N	
012574	01-005530	18 ROBLE CT	MAURICE LOMBARBI HOUSE, KAAPKE HOU	BERKELEY	P	1925	HIST.SURV.	4701-0506-0000		3S	
012575	01-005531	24 ROBLE CT	PAUL ELIEL HOUSE, FLETCHER HOUSE	BERKELEY	P	1925	HIST.SURV.	4701-0507-0000		3S	
012577	01-005533	35 ROBLE CT	GALLOWAY HOUSE	BERKELEY	P	1925	HIST.SURV.	4701-0509-0000		3S	
012576	01-005532	26 ROBLE RD	THE PUMP HOUSE, DUNCAN McDUFFIE ES	BERKELEY	P	1908	HIST.SURV.	4701-0508-0000		7N	
012578	01-005534	55 ROBLE RD	MURREL RATCLIFF HOUSE, SHIMSHAK RE	BERKELEY	P	1914	HIST.SURV.	4701-0510-0000		3S	
012580	01-005536	1389 ROSE ST	W H CHAPMAN HOUSE	BERKELEY	P	1881	HIST.SURV.	4701-0512-0000		3S	
012579	01-005535	ROSE WALK	ROSE WALK	BERKELEY	M	1913	HIST.SURV.	4701-0511-0000		3S	
012581	01-005537	RUSSELL ST	CLAREMONT COURT GATES	BERKELEY	M	1907	HIST.SURV.	4701-0513-0000		3S	
096167	01-008331	RUSSELL ST	FIRE STATION #3	BERKELEY	M	1950	HIST.RES.	DSA-01-SPS-3160	05/04/95	6J	
070420	01-005960	1109 RUSSELL ST		BERKELEY	U	1918	PROJ.REVW.	HUD910515E	06/06/91	6Y	
165850		1217 RUSSELL ST		BERKELEY	P	1926	PROJ.REVW.	HUD070409C	04/12/07	6Y	
175229		1252 RUSSELL ST		BERKELEY	P	1926	PROJ.REVW.	HUD090408J	04/20/09	6Y	
175088		1510 RUSSELL ST		BERKELEY	P	1920	PROJ.REVW.	HUD090227A	03/27/09	6Y	
089171	01-008081	1518 RUSSELL ST		BERKELEY	P	1925	PROJ.REVW.	HUD940321AB	04/20/94	6Y	
080735	01-006969	1522 RUSSELL ST		BERKELEY	U	1922	PROJ.REVW.	HUD930319X	03/25/93	6Y	
012582	01-005538	2638 RUSSELL ST	LOIS W. WALCOTT HOUSE	BERKELEY	P	1909	HIST.SURV.	4701-0514-0000		3S	
012583	01-005539	2827 RUSSELL ST	EDWARD M MARQUIS HOUSE, PENZANCE	BERKELEY	P	1910	HIST.SURV.	4701-0515-0000		3S	
012584	01-005540	2911 RUSSELL ST	BURKE HOUSE, JUDAH MAGNES MUSEUM	BERKELEY	P	1908	HIST.SURV.	4701-0516-0000		3S	
012585	01-005541	2120 SACRAMENTO ST		BERKELEY	P	1880	HIST.SURV.	4701-0517-0000		3S	
182005		2127 SACRAMENTO ST		BERKELEY	P	1922	PROJ.REVW.	HUD110225D	03/21/11	6Y	
080738	01-006972	2304 SACRAMENTO ST		BERKELEY	P	1923	PROJ.REVW.	HUD940321AC	04/20/94	6Y	
							PROJ.REVW.	HUD930319a	03/25/93	6Y	
115141	01-010117	2495 SACRAMENTO ST		BERKELEY	P	1927	HIST.RES.	DOE-01-98-0026-0000	04/16/98	6Y	
							PROJ.REVW.	HUD980217C	04/16/98	6Y	
115142	01-010118	2517 SACRAMENTO ST		BERKELEY	P	1949	HIST.RES.	DOE-01-98-0027-0000	04/16/98	6Y	
							PROJ.REVW.	HUD980217C	04/16/98	6Y	
153148		2790 SACRAMENTO ST		BERKELEY	P	1943	PROJ.REVW.	HUD050323D	04/19/05	6Y	
012586	01-005542	2990 SACRAMENTO ST	SUPER SERVICE STATION, ISLAND EXXO	BERKELEY	P	1933	HIST.SURV.	4701-0518-0000		3S	
068521	01-005847	3000 SACRAMENTO ST		BERKELEY	U	1933	HIST.RES.	DOE-01-90-0011-0000	09/25/90	7K	

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							PROJ.REVW.	HUD900719D	09/25/90	2S2	C
119457	01-010232	3224 SACRAMENTO ST		BERKELEY	P	1943	HIST.RES.	DOE-01-95-0094-0000	08/30/95	6U	
							PROJ.REVW.	HUD950830F	08/30/95	6U	
119458	01-010233	3240 SACRAMENTO ST		BERKELEY	P		HIST.RES.	DOE-01-95-0095-0000	08/30/95	6U	
							PROJ.REVW.	HUD950830F	08/30/95	6U	
012587	01-005543	1800 SAN ANTONIO RD		BERKELEY	P	1922	HIST.SURV.	4701-0519-0000		3S	
012588	01-005544	1901 SAN ANTONIO RD	JOHN H SPRING GARDENERS COTTAGE	BERKELEY	P	1912	HIST.SURV.	4701-0520-0000		3S	
012589	01-005545	1960 SAN ANTONIO RD	JOHN H SPRING MANSION, SPRING MANS	BERKELEY	P	1912	HIST.SURV.	4701-0521-0000		3S	
164337		771 SAN DIEGO RD	DONALD AND HELEN OLSEN HOUSE	BERKELEY	P	1954	HIST.RES.	NPS-100000812-0000	10/01/10	1S	C
							NAT.REG.	01-0082	11/19/08	3S	C
							NAT.REG.	01-0073	07/08/08	7W	
012755	01-005711	SAN PABLO AVE	SAN PABLO PARK TRACT, SAN PABLO PA	BERKELEY	P	1914	HIST.SURV.	4701-0687-9999		7R	
012590	01-005546	1931 SAN PABLO AVE	RIVOLI THEATRE, CANNED FOODS MARKE	BERKELEY	P	1926	HIST.SURV.	4701-0522-0000		7N	
012591	01-005547	2072 SAN PABLO AVE	VARSITY THEATRE, WAYNES DONUT SHOP	BERKELEY	P	1911	HIST.SURV.	4701-0523-0000		3S	
012592	01-005548	2400 SAN PABLO AVE	PETERSONS SALOON	BERKELEY	P	1891	HIST.SURV.	4701-0524-0000		3S	
012593	01-005549	2900 SAN PABLO AVE	H. J. HEINZ COMPANY FACTORY	BERKELEY	P	1927	HIST.RES.	DOE-01-00-0026-0000	12/29/00	6Y	
							PROJ.REVW.	FCC001030A	12/29/00	6Y	
							HIST.SURV.	4701-0525-0000		3S	
012594	01-005550	830 SANTA BARBARA RD	HAGOPIAN HOUSE	BERKELEY	P	1916	HIST.SURV.	4701-0526-0000		3S	
012595	01-005551	834 SANTA BARBARA RD	DRS MITCHELL & WILLIAMS COTTAGE &	BERKELEY	P	1915	HIST.SURV.	4701-0527-0000		3S	
012753	01-005709	564 SANTA CLARA AVE	MADELINE OPHELIA / E A KRUSE HOUSE	BERKELEY	P	1914	HIST.SURV.	4701-0686-0000		3S	
012704	01-005660	SATHER GATE DR	BOALT HALL OF LAW; DURANT HALL	BERKELEY	S	1910	HIST.RES.	NPS-82004640-0000	03/25/82	1S	
							HIST.RES.	SHL-0946-0011	08/07/81	1CL	
							HIST.SURV.	4701-0637-0000		3S	
012598	01-005554	1395 SCENIC AVE	ARTHUR JORY HOUSE	BERKELEY	P	1925	HIST.SURV.	4701-0530-0000		3S	
012596	01-005552	1816 SCENIC AVE	PHOEBE HEARST RECEPTION HALL, NEW	BERKELEY	P	1900	HIST.SURV.	4701-0528-0000		3S	
012597	01-005553	1820 SCENIC AVE	BENJAMIN IDE WHEELER HOUSE, NEW BR	BERKELEY	P	1900	HIST.SURV.	4701-0529-0000		3S	
012599	01-005555	2645 SHASTA RD	GEORGE P MANCHESTER HOUSE	BERKELEY	P	1911	HIST.SURV.	4701-0531-0000		3S	
012600	01-005556	2652 SHASTA RD	J M MACKIE HOUSE	BERKELEY	P	1915	HIST.SURV.	4701-0532-0000		3S	
012601	01-005557	2835 SHASTA RD	ERNEST M McKEE HOME, REDWOOD FLAT	BERKELEY	P	1948	HIST.SURV.	4701-0533-0000		7N	
096122	01-008321	2931 SHASTA RD	FIRE STATION #7	BERKELEY	M	1947	HIST.RES.	DSA-01-SPS-3162	04/17/95	6J	
012602	01-005558	SHATTUCK AVE	SHATTUCK HOTEL	BERKELEY	P	1909	HIST.SURV.	4701-0534-0000		3S	
012607	01-005563	800 SHATTUCK AVE	JOHN R PRATT	BERKELEY	P	1911	HIST.SURV.	4701-0539-0000		3S	
012695	01-005651	832 SHATTUCK AVE	MARGARET LITTLE HOUSE	BERKELEY	P	1914	HIST.SURV.	4701-0628-0000		3S	
012608	01-005564	1041 SHATTUCK AVE		BERKELEY	P	1910	HIST.SURV.	4701-0540-0000		3S	
012609	01-005565	1200 SHATTUCK AVE	ISAAC FLAGG HOUSE (#1)	BERKELEY	P	1900	HIST.SURV.	4701-0541-0000		3S	
012610	01-005566	1208 SHATTUCK AVE	ISAAC FLAGG STUDIO	BERKELEY	P	1906	HIST.SURV.	4701-0542-0000		3S	
012611	01-005567	1210 SHATTUCK AVE	ISAAC FLAGG HOUSE (#2), RANSOME HO	BERKELEY	P	1912	HIST.SURV.	4701-0543-0000		3S	
163742		1218 SHATTUCK AVE		BERKELEY	P	1939	PROJ.REVW.	HUD061113M	11/14/06	6Y	
012612	01-005568	1451 SHATTUCK AVE	LUCKY STORE	BERKELEY	P	1947	HIST.SURV.	4701-0544-0000		3S	
012613	01-005569	1987 SHATTUCK AVE	STORES FOR U. S. REALTY CORP., MAC	BERKELEY	P	1925	HIST.SURV.	4701-0545-0000		3S	
012614	01-005570	2001 SHATTUCK AVE	UNIVERSITY & SHATTUCK STORE BUILDI	BERKELEY	P	1909	HIST.SURV.	4701-0546-0000		3S	
012615	01-005571	2014 SHATTUCK AVE	HEYWOOD BLDG	BERKELEY	P	1917	HIST.SURV.	4701-0547-0000		3S	
012616	01-005572	2036 SHATTUCK AVE	S. H. KRESS & COMPANY	BERKELEY	P	1933	HIST.SURV.	4701-0548-0000		3S	
012617	01-005573	2045 SHATTUCK AVE	STUDIO BLDG, BERKELEY HOTEL	BERKELEY	P	1905	HIST.RES.	NPS-78000645-0000	04/06/78	1S	
							HIST.SURV.	4701-0549-0000	01/01/78	1S	
							TAX.CERT.	537.9-01-0036		2D3	
012618	01-005574	2100 SHATTUCK AVE	FRANCIS K SHATTUCK BUILDING	BERKELEY	P	1901	PROJ.REVW.	FTA051227A	03/15/06	6Y	
							HIST.SURV.	4701-0550-0000		3S	
012619	01-005575	2101 SHATTUCK AVE	MASON-McDUFFIE COMPANY BUILDING, M	BERKELEY	P	1928	PROJ.REVW.	FTA051227A	03/15/06	2S2	AC
							HIST.SURV.	4701-0551-0000		3S	
162969		2107 SHATTUCK AVE		BERKELEY	P	1909	PROJ.REVW.	FTA051227A	03/15/06	2S2	
012620	01-005576	2109 SHATTUCK AVE	HOTEL CRAIL, VERNON, ALEXANDER, VI	BERKELEY	P	1909	HIST.SURV.	4701-0552-0000		3S	
162970		2116 SHATTUCK AVE		BERKELEY	P	1938	PROJ.REVW.	FTA051227A	03/15/06	6Y	
012621	01-005577	2120 SHATTUCK AVE	BENTLEY'S/ROY O LONG COMPANY/MORSE	BERKELEY	P	1927	PROJ.REVW.	FTA051227A	03/15/06	2S2	AC
							HIST.SURV.	4701-0553-0000		3S	

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012750	01-005706	2140 SHATTUCK AVE	BERKELEY CHAMBER OF COMMERCE / WEL	BERKELEY	P	1925	PROJ.REVW.	FTA051227A	03/15/06	2S2	AC
							HIST.RES.	NPS-85001916-0000	08/29/85	1S	AC
							HIST.SURV.	4701-0714-0000	08/25/85	1S	AC
							HIST.SURV.	4701-0197-0000	01/01/78	3S	
012622	01-005578	2150 SHATTUCK AVE	FIRST SAVINGS BUILDING/GREAT WESTE	BERKELEY	P	1969	PROJ.REVW.	FTA051227A	03/15/06	2S2	
							HIST.SURV.	4701-0554-0000		3S	
012623	01-005579	2151 SHATTUCK AVE	BLUMS FLOWER SHOP/GAMES OF BERKELE	BERKELEY	P	1906	PROJ.REVW.	FTA051227A	03/15/06	6Y	
							HIST.SURV.	4701-0555-0000		7N	
012624	01-005580	2168 SHATTUCK AVE	HAVENS BLOCK/CONSTITUTION SQUARE/Q	BERKELEY	P	1906	PROJ.REVW.	FTA051227A	03/15/06	6Y	
							HIST.SURV.	4701-0556-0000		7N	
162971		2169 SHATTUCK AVE	NORTON BUILDING	BERKELEY	P	1905	PROJ.REVW.	FTA051227A	03/15/06	6Y	
012625	01-005581	2177 SHATTUCK AVE	F W FOSS COMPANY/MARTINO'S RESTAUR	BERKELEY	P	1895	PROJ.REVW.	FTA051227A	03/15/06	2S2	
							HIST.SURV.	4701-0557-0000		3S	
012626	01-005582	2187 SHATTUCK AVE	SAMSON MARKET/CENTRAL BANK/WALGREE	BERKELEY	P	1922	PROJ.REVW.	FTA051227A	03/15/06	6Y	
							HIST.SURV.	4701-0558-0000		7N	
162972		2190 SHATTUCK AVE		BERKELEY	P	1958	PROJ.REVW.	FTA051227A	03/15/06	6Y	
012627	01-005583	2201 SHATTUCK AVE	HINKEL BLOCK / HAVENS BLOCK, EDYS	BERKELEY	P	1895	HIST.SURV.	4701-0559-0000		3S	
162975		2219 SHATTUCK AVE	TAYLOR'S LEATHER GOODS/THE LUGGAGE	BERKELEY	P	1959	PROJ.REVW.	FTA051227A	03/15/06	6Y	
012628	01-005584	2225 SHATTUCK AVE	RADSTONS STATIONARY/ ALKO OFFICE S	BERKELEY	P	1913	PROJ.REVW.	FTA051227A	03/15/06	2S2	C
							HIST.SURV.	4701-0560-0000		3S	
012629	01-005585	2231 SHATTUCK AVE	BROOKS APARTMENTS/AMHERST HOTEL/LA	BERKELEY	P	1906	PROJ.REVW.	FTA051227A	03/15/06	2S2	AC
							HIST.SURV.	4701-0561-0000		3S	
012630	01-005586	2257 SHATTUCK AVE	WANGER BLOCK, BLUE & GOLD MARKET	BERKELEY	P	1903	HIST.SURV.	4701-0562-0000		7N	
012631	01-005587	2270 SHATTUCK AVE	HOMESTEAD LOAN ASSOCIATION BUILDIN	BERKELEY	P	1905	PROJ.REVW.	FTA051227A	03/15/06	2S2	AC
							HIST.SURV.	4701-0563-0000		3S	
012633	01-005589	2271 SHATTUCK AVE	TUPPER AND REED BUILDING	BERKELEY	P	1925	PROJ.REVW.	FTA051227A	03/15/06	2S2	AC
							HIST.RES.	NPS-82002163-0000	01/21/82	1S	
							HIST.SURV.	4701-0565-0000	01/21/82	1S	AC
							HIST.SURV.	4701-0565-0000		3S	
012632	01-005588	2274 SHATTUCK AVE	UNITED ARTISTS THEATRE	BERKELEY	P	1932	PROJ.REVW.	FTA051227A	03/15/06	2S2	AC
							HIST.SURV.	4701-0564-0000		3S	
012634	01-005590	2276 SHATTUCK AVE	MORSE BLOCK/ DONOGH ARMS	BERKELEY	P	1906	PROJ.REVW.	FTA051227A	03/15/06	2S2	AC
							HIST.SURV.	4701-0566-0000		3S	
012635	01-005591	2277 SHATTUCK AVE	HEZLETTS SILK STORE/TUPPER & REED	BERKELEY	P	1925	PROJ.REVW.	FTA051227A	03/15/06	2S2	C
							HIST.SURV.	4701-0567-0000		3S	
012636	01-005592	2281 SHATTUCK AVE	CAPDEVILLES UNIVERSITY FRENCH LAUN	BERKELEY	P	1904	HIST.SURV.	4701-0568-0000		7N	
162978		2281 SHATTUCK AVE	PAUL'S SHOE REPAIR/LITTLE PLEARN T	BERKELEY	PP	1904	PROJ.REVW.	FTA051227A	03/15/06	6Y	
012637	01-005593	2300 SHATTUCK AVE	CORDER BUILDING/WHITECOTTON BUILDI	BERKELEY	P	1921	PROJ.REVW.	FTA051227A	03/15/06	2S2	AC
							HIST.RES.	NPS-82002158-0000	01/11/82	1S	
							HIST.SURV.	4701-0569-0000	01/11/82	1S	BC
							HIST.SURV.	4701-0569-0000		3S	
012638	01-005594	2323 SHATTUCK AVE	FIDELITY SAVINGS AND LOAN/FIDELITY	BERKELEY	P	1926	PROJ.REVW.	FTA051227A	03/15/06	2S2	A
							HIST.SURV.	4701-0570-0000		3S	
162979		2327 SHATTUCK AVE	VENUS RESTAURANT	BERKELEY	P	1911	PROJ.REVW.	FTA051227A	03/15/06	6Y	
162980		2349 SHATTUCK AVE		BERKELEY	P	1917	PROJ.REVW.	FTA051227A	03/15/06	6Y	
012639	01-005595	2377 SHATTUCK AVE	JOHN K STEWART BLDG, YELLOW HOUSE	BERKELEY	P	1890	HIST.SURV.	4701-0571-0000		3S	
012640	01-005596	2414 SHATTUCK AVE	FUJIKAWA & CHUN OPTOMETRY	BERKELEY	P	1946	HIST.SURV.	4701-0572-0000		7N	
012641	01-005597	2425 SHATTUCK AVE	BERKELEY THEATRE	BERKELEY	P	1911	HIST.SURV.	4701-0573-0000		3S	
012642	01-005598	2437 SHATTUCK AVE	MORRILL APARTMENTS	BERKELEY	P	1911	HIST.RES.	DOE-01-96-0016-0000	02/02/96	2S2	C
							PROJ.REVW.	HUD9601082	02/02/96	2S2	C
							HIST.SURV.	4701-0574-0000		3S	
012643	01-005599	2486 SHATTUCK AVE	BARKER BLDG	BERKELEY	P	1905	HIST.SURV.	4701-0575-0000		3S	
012644	01-005600	2528 SHATTUCK AVE	THE HALLS OR WASHING WELL	BERKELEY	P	1894	HIST.SURV.	4701-0576-0000		3S	
096149	01-008328	2680 SHATTUCK AVE	ALAMEDA COUNTY-FIRE STATION #5	BERKELEY	D	1962	HIST.RES.	DSA-01-SPS-3157	05/04/95	6J	
151978	01-011052	2721 SHATTUCK AVE	BENKINS WAREHOUSE	BERKELEY	P	1922	HIST.RES.	DOE-01-05-0017-0000	04/04/05	6Y	
							PROJ.REVW.	FCC050215K	04/04/05	6Y	

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							HIST.RES.	DOE-01-04-0141-0000	12/08/04	6Y	
							PROJ.REVW.	FCC040915A	12/08/04	6Y	
012645	01-005601	2777 SHATTUCK AVE	BERKELEY BOWL, BERKELEY BOWL MARKE	BERKELEY	P	1940	HIST.SURV.	4701-0577-0000		7N	
067394	01-005841	3105 SHATTUCK AVE	LA PENA CULTURAL CENTER	BERKELEY	U	1929	PROJ.REVW.	HUD900424B	04/24/90	6Y	
012604	01-005560	48 SHATTUCK SQUARE	SHATTUCK SQUARE BUILDING, PALMERS	BERKELEY	P	1926	HIST.SURV.	4701-0536-0000		3S	
012605	01-005561	64 SHATTUCK SQUARE	ROOS BROTHERS	BERKELEY	P	1926	HIST.SURV.	4701-0537-0000		3S	
012606	01-005562	82 SHATTUCK SQUARE	SHATTUCK SQUARE BUILDING, WATKINS	BERKELEY	P	1926	HIST.SURV.	4701-0538-0000		3S	
187030		1760 SOLANO AVE		BERKELEY	P	1966	PROJ.REVW.	FCC110912B	10/25/11	6Y	
012646	01-005602	1861 SOLANO AVE	OAK THEATRE	BERKELEY	P	1925	HIST.SURV.	4701-0578-0000		3S	
080712	01-006950	2310 SPAULDING AVE		BERKELEY	U	1921	PROJ.REVW.	HUD930319B	03/25/93	6Y	
115144	01-010120	2444 SPAULDING AVE		BERKELEY	P	1942	HIST.RES.	DOE-01-98-0029-0000	04/16/98	6Y	
							PROJ.REVW.	HUD980217C	04/16/98	6Y	
012647	01-005603	SPROUL PLAZA	SATHER GATE AND BRIDGE	BERKELEY	S	1912	HIST.SURV.	4701-0579-0000		3S	
							HIST.RES.	SHL-0946-0005	08/07/81	1CL	
012648	01-005604	523 SPRUCE ST	WARD HOUSE, MIHALY HOUSE	BERKELEY	P	1923	HIST.SURV.	4701-0580-0000		3S	
012649	01-005605	1220 SPRUCE ST	DR. ROBERT KEYS RESIDENCE, DR. BAU	BERKELEY	P	1911	HIST.SURV.	4701-0581-0000		3S	
012650	01-005606	1730 SPRUCE ST	ERNEST L. LORING HOUSE	BERKELEY	P	1914	HIST.RES.	NPS-89000857-0000	07/13/89	1S	
							HIST.SURV.	4701-0582-0000	07/13/89	1S	
							NAT.REG.	01-0007	07/13/89	1S	
012651	01-005607	1781 SPRUCE ST	THORNBERG VILLAGE, NORMANDY VILLAG	BERKELEY	P	1927	HIST.SURV.	4701-0583-0000		3S	
012652	01-005608	1817 SPRUCE ST	THORNBERG VILLAGE, NORMANDY VILLAG	BERKELEY	P	1927	HIST.SURV.	4701-0584-0000		3S	
073446	01-006740	0 STADIUM WY	BOWLES HALL	BERKELEY	S	1929	HIST.RES.	NPS-89000195-0000	03/16/89	1S	AC
							HIST.SURV.	4701-0716-0000	03/16/89	1S	AC
							NAT.REG.	01-0005	03/16/89	1S	AC
089173	01-008083	1407 STANNAGE AVE		BERKELEY	P	1839	PROJ.REVW.	HUD940321AE	04/20/94	6Y	
166306		1617 STANNAGE AVE		BERKELEY	P	1913	PROJ.REVW.	HUD070705F	07/09/07	6Y	
089174	01-008084	1638 STANNAGE AVE		BERKELEY	P	1925	PROJ.REVW.	HUD940321AF	04/20/94	6Y	
161644		3024 STANTON ST		BERKELEY	P	1920	PROJ.REVW.	HUD060310C	03/10/06	6Y	
184063		3030 STANTON ST		BERKELEY	P	1913	PROJ.REVW.	HUD100914G	10/06/10	6Y	
012653	01-005609	1138 STERLING AVE	HUNTINGTON / WILSON HOUSE	BERKELEY	P	1935	HIST.SURV.	4701-0585-0000		3S	
089175	01-008085	1601 STUART ST		BERKELEY	P	1925	PROJ.REVW.	HUD940321AG	04/20/94	6Y	
176731		1620 STUART ST		BERKELEY	P	1908	PROJ.REVW.	HUD090831L	09/25/09	6Y	
170189		1901 STUART ST		BERKELEY	P	1900	PROJ.REVW.	HUD080226E	03/06/08	6Y	
012654	01-005610	2804 STUART ST	MABEL WEED & BERTHA WRIGHT HOUSE,	BERKELEY	P	1904	HIST.SURV.	4701-0586-0000		3S	
012655	01-005611	2812 STUART ST	MABEL WEED & BERTHA WRIGHT HOUSE,	BERKELEY	P	1904	HIST.SURV.	4701-0587-0000		3S	
012656	01-005612	2820 STUART ST	MABEL WEED & BERTHA WRIGHT HOUSE,	BERKELEY	P	1904	HIST.SURV.	4701-0588-0000		3S	
012657	01-005613	2828 STUART ST	BERTHA WRIGHT & MABEL WEED HOUSE,	BERKELEY	P	1904	HIST.SURV.	4701-0589-0000		3S	
012658	01-005614	2236 SUMNER ST	F M FRENCH HOUSE	BERKELEY	P	1907	HIST.SURV.	4701-0590-0000		3S	
012659	01-005615	2239 SUMNER ST	MR. & MRS. WADSWORTH HOUSE, PROFES	BERKELEY	P	1916	HIST.SURV.	4701-0591-0000		3S	
012660	01-005616	SUTTER ST	NORTHBRAE TUNNEL, SOLANO TUNNEL	BERKELEY	M	1909	HIST.SURV.	4701-0592-0000		3S	
012661	01-005617	54 TAMALPAIS RD	SHIRLEY TURNER COTTAGE	BERKELEY	P	1919	HIST.SURV.	4701-0593-0000		3S	
162985		2300 TELEGRAPH AVE		BERKELEY	P	1949	PROJ.REVW.	FTA051227A	03/15/06	6Y	
012662	01-005618	2301 TELEGRAPH AVE	EL GRANADA/ GRANADA APARTMENTS	BERKELEY	P	1905	PROJ.REVW.	FTA051227A	03/15/06	2S2	
							HIST.SURV.	4701-0594-0000		3S	
012663	01-005619	2328 TELEGRAPH AVE	HOTEL CARLTON	BERKELEY	P	1907	PROJ.REVW.	FTA051227A	03/15/06	2S2	
							HIST.RES.	DOE-01-04-0134-0000	01/29/04	6Y	
							PROJ.REVW.	FCC040129E	01/29/04	6Y	
							HIST.SURV.	4701-0595-0000		3S	
012664	01-005620	2369 TELEGRAPH AVE	PUBLIC FOOD STORE, BERKELEY MARKET	BERKELEY	P	1932	HIST.SURV.	4701-0596-0000		3S	
012665	01-005621	2411 TELEGRAPH AVE	SPROUSE-REITZ STORE, SUNSET THEATR	BERKELEY	P	1941	HIST.SURV.	4701-0597-0000		7N	
162993		2426 TELEGRAPH AVE	SLURP	BERKELEY	P	1920	PROJ.REVW.	FTA051227A	03/15/06	6Y	
162991		2429 TELEGRAPH AVE	WICKED PIERCING	BERKELEY	P	1924	PROJ.REVW.	FTA051227A	03/15/06	6Y	
162990		2432 TELEGRAPH AVE	SEQUOIA APARTMENTS/GARDEN SPOT MAR	BERKELEY	P	1916	PROJ.REVW.	FTA051227A	03/15/06	2S2	AC
012666	01-005622	2455 TELEGRAPH AVE	BERKELEY FOOD CENTER, LA VILLA HER	BERKELEY	P	1933	HIST.SURV.	4701-0598-0000		3S	
012667	01-005623	2501 TELEGRAPH AVE	MRS. E. P. KING HOUSE	BERKELEY	P	1901	HIST.SURV.	4701-0599-0000		3S	
162994		2529 TELEGRAPH AVE		BERKELEY	P	1930	PROJ.REVW.	FTA051227A	03/15/06	6Y	

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012668	01-005624	2539 TELEGRAPH AVE	CENTER FOR INDEPENDENT LIVING/BRIT	BERKELEY	P	1950	PROJ.REVW.	FTA051227A	03/15/06	2S2	A
							HIST.SURV.	4701-0600-0000		3S	
162995		2556 TELEGRAPH AVE		BERKELEY	P	1945	PROJ.REVW.	FTA051227A	03/15/06	6Y	
012669	01-005625	2599 TELEGRAPH AVE	J. GORMAN & SON, INCORPORATED	BERKELEY	P	1880	HIST.SURV.	4701-0601-0000		3S	
162996		2655 TELEGRAPH AVE		BERKELEY	P	1956	PROJ.REVW.	FTA051227A	03/15/06	6Y	
162997		2706 TELEGRAPH AVE		BERKELEY	P	1904	PROJ.REVW.	FTA051227A	03/15/06	6Y	
162998		2712 TELEGRAPH AVE		BERKELEY	P	1904	PROJ.REVW.	FTA051227A	03/15/06	6Y	
162999		2714 TELEGRAPH AVE		BERKELEY	P	1904	PROJ.REVW.	FTA051227A	03/15/06	6Y	
012671	01-005627	2740 TELEGRAPH AVE	JOHN ALBERT MARSHALL HOUSE #3	BERKELEY	P	1900	HIST.SURV.	4701-0603-0000		3S	
012672	01-005628	2744 TELEGRAPH AVE	JOHN ALBERT MARSHALL HOUSE #4	BERKELEY	P	1905	PROJ.REVW.	FTA051227A	03/15/06	2S2	
							HIST.SURV.	4701-0604-0000		3S	
163000		2801 TELEGRAPH AVE		BERKELEY	P	1907	PROJ.REVW.	FTA051227A	03/15/06	6Y	
163001		3011 TELEGRAPH AVE		BERKELEY	P	1952	PROJ.REVW.	FTA051227A	03/15/06	6Y	
012673	01-005629	3075 TELEGRAPH AVE	CONCRETE GRID FORMS CO, SCANDINAVI	BERKELEY	P	1938	HIST.SURV.	4701-0605-0000		3S	
012670	01-005626	3120 TELEGRAPH AVE	EDLINGTON CT	BERKELEY	P	1910	HIST.SURV.	4701-0602-0000		3S	
163028		4210 TELEGRAPH AVE	GEO W NUNES BUILDING/ HAGSTROM STO	BERKELEY	P	1925	PROJ.REVW.	FTA051227A	03/15/06	6Y	
163023		4793 TELEGRAPH AVE		BERKELEY	P	1892	PROJ.REVW.	FTA051227A	03/15/06	6Y	
163022		4800 TELEGRAPH AVE	MULVIHILL/ MILANESE BUILDING	BERKELEY	P	1910	PROJ.REVW.	FTA051227A	03/15/06	6Y	
163021		4822 TELEGRAPH AVE		BERKELEY	P	1902	PROJ.REVW.	FTA051227A	03/15/06	6Y	
163020		4832 TELEGRAPH AVE	BOSSO STORE BUILDING/ MEDALLION JE	BERKELEY	P	1916	PROJ.REVW.	FTA051227A	03/15/06	6Y	
163019		4869 TELEGRAPH AVE	NEW HO HO/ U AND I LIQUOR GROCERIE	BERKELEY	P	1912	PROJ.REVW.	FTA051227A	03/15/06	6Y	
163018		4881 TELEGRAPH AVE		BERKELEY	P	1923	PROJ.REVW.	FTA051227A	03/15/06	6Y	
163017		4900 TELEGRAPH AVE		BERKELEY	P	1951	PROJ.REVW.	FTA051227A	03/15/06	6Y	
163016		4901 TELEGRAPH AVE		BERKELEY	P	1891	PROJ.REVW.	FTA051227A	03/15/06	2S2	A
163015		4911 TELEGRAPH AVE		BERKELEY	P	1926	PROJ.REVW.	FTA051227A	03/15/06	6Y	
163013		5683 TELEGRAPH AVE		BERKELEY	P	1943	PROJ.REVW.	FTA051227A	03/15/06	6Y	
163014		5688 TELEGRAPH AVE		BERKELEY	P	1906	PROJ.REVW.	FTA051227A	03/15/06	6Y	
163012		5691 TELEGRAPH AVE		BERKELEY	P	1943	PROJ.REVW.	FTA051227A	03/15/06	6Y	
163011		5701 TELEGRAPH AVE		BERKELEY	P	1934	PROJ.REVW.	FTA051227A	03/15/06	6Y	
163010		6032 TELEGRAPH AVE		BERKELEY	P	1925	PROJ.REVW.	FTA051227A	03/15/06	6Y	
163009		6036 TELEGRAPH AVE		BERKELEY	P	1925	PROJ.REVW.	FTA051227A	03/15/06	6Y	
163007		6330 TELEGRAPH AVE		BERKELEY	P	1914	PROJ.REVW.	FTA051227A	03/15/06	6Y	
163006		6334 TELEGRAPH AVE		BERKELEY	P	1914	PROJ.REVW.	FTA051227A	03/15/06	6Y	
163005		6340 TELEGRAPH AVE		BERKELEY	P	1914	PROJ.REVW.	FTA051227A	03/15/06	6Y	
163004		6363 TELEGRAPH AVE		BERKELEY	P	1925	PROJ.REVW.	FTA051227A	03/15/06	6Y	
012164	01-005120	1170 THE ALAMEDA	N BERKELEY BRANCH LIBRARY	BERKELEY	M	1936	HIST.SURV.	4701-0096-0000		3S	
012310	01-005266	28 THE CRESCENT	SUNSET HOME	BERKELEY	P	1939	HIST.SURV.	4701-0242-0000		7N	
012708	01-005664	230 THE UPLANDS	WOOL HOUSE	BERKELEY	P	1922	HIST.SURV.	4701-0641-0000		3S	
012709	01-005665	240 THE UPLANDS	DE MARS HOUSE, DE MARS RESIDENCE	BERKELEY	P	1950	HIST.SURV.	4701-0642-0000		3S	
012710	01-005666	256 THE UPLANDS	RUTH HOUSE	BERKELEY	P	1969	HIST.SURV.	4701-0643-0000		3S	
012711	01-005667	305 THE UPLANDS	TAYLOR HOUSE	BERKELEY	P	1908	HIST.SURV.	4701-0644-0000		7N	
012676	01-005632	1936 THOUSAND OAKS BLVD	S J SILL HOUSE	BERKELEY	P	1913	HIST.SURV.	4701-0608-0000		3S	
012677	01-005633	1937 THOUSAND OAKS BLVD	REPRESENTATIVE ELTSE RESIDENCE, MR	BERKELEY	P	1915	HIST.SURV.	4701-0609-0000		3S	
184103		3027 TREMONT ST		BERKELEY	P	1904	PROJ.REVW.	HUD110706C	07/29/11	6Y	
012678	01-005634	1 TUNNEL RD	THE BERKELEY TENNIS CLUB	BERKELEY	P	1917	HIST.SURV.	4701-0610-0000		3S	
012679	01-005635	26 TUNNEL RD	JAMES M HUNT HOUSE	BERKELEY	U	1912	HIST.SURV.	4701-0611-0000		3S	
012680	01-005636	151 TUNNEL RD	CHARLES MALLORY DUTTON HOUSE	BERKELEY	P	1915	HIST.SURV.	4701-0612-0000		3S	
012681	01-005637	156 TUNNEL RD	DUNCAN McDUFFIE HOUSE, BELILOVE HO	BERKELEY	P	1910	HIST.SURV.	4701-0613-0000		3S	
012682	01-005638	166 TUNNEL RD	DR. DEXTER RICHARDS HOUSE	BERKELEY	P	1926	HIST.SURV.	4701-0614-0000		3S	
012683	01-005639	227 TUNNEL RD	GEORGE P WINTERMUTE HOUSE	BERKELEY	U	1913	HIST.SURV.	4701-0615-0000		3S	
169999		1500 TYLER ST		BERKELEY	P	1924	PROJ.REVW.	HUD071212D	12/28/07	6Y	
101959	01-008464	1504 TYLER ST		BERKELEY	P	1925	PROJ.REVW.	HUD960329I	04/24/96	6Y	
080729	01-006963	1510 TYLER ST		BERKELEY	U	1924	PROJ.REVW.	HUD930319R	03/25/93	6Y	
012699	01-005655	UNIVERISTY DR	W GROVE, EUCALYPTUS GROVE	BERKELEY	S	0	HIST.SURV.	4701-0632-0000		3S	
161942		UNIVERSITY AVE	UNIVERSITY OVERPASS/BRIDGE #330023	BERKELEY	S	1939	PROJ.REVW.	FHWA031101A	12/12/03	6Y	
173485		201 UNIVERSITY AVE	BERKELEY MARINA AND CESAR CHAVEZ P	BERKELEY	M	1923	PROJ.REVW.	FTA080418A	05/21/08	6Y	

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012715	01-005671	700 UNIVERSITY AVE	SOUTHERN PACIFIC RAILROAD DEPOT/CH	BERKELEY	P	1913	PROJ.REVW.	FHWA031101A	12/12/03	2S2	AC
							HIST.SURV.	4701-0648-0000		3S	
176919		830 UNIVERSITY AVE	BERKELEY DISPENSARY, CITY OF BERKE	BERKELEY	M	1916	PROJ.REVW.	HUD090914K	10/06/09	6Y	
012716	01-005672	982 UNIVERSITY AVE	SEMERIAS DRY GOODS	BERKELEY	P	1878	HIST.SURV.	4701-0649-0000		3S	
070269	01-005955	1040 UNIVERSITY AVE	U C HOTEL	BERKELEY	U	1927	PROJ.REVW.	HUD910523A	06/20/91	6Y	
							PROJ.REVW.	HUD910312E	05/07/91	6Y	
012717	01-005673	1310 UNIVERSITY AVE	SANTA FE RAILROAD DEPOT, DEPOT STE	BERKELEY	P	1903	HIST.SURV.	4701-0650-0000		3S	
012718	01-005674	1472 UNIVERSITY AVE	FOX COURT	BERKELEY	P	1927	HIST.RES.	NPS-82002159-0000	02/04/82	1S	
							HIST.SURV.	4701-0651-0000	02/04/82	1S	AC
							HIST.SURV.	4701-0651-0000		3S	
012719	01-005675	1942 UNIVERSITY AVE	BONITA APARTMENTS	BERKELEY	P	1905	HIST.SURV.	4701-0652-0000		3S	
012720	01-005676	2018 UNIVERSITY AVE	UC THEATRE, FOX UC THEATRE, STARK	BERKELEY	P	1916	TAX.CERT.	537.9-01-0105	12/07/99	7J	
							HIST.SURV.	4701-0653-0000		3S	
069236	01-005905	2024 UNIVERSITY AVE	U C THEATER / STARK HOTEL	BERKELEY	U	1916	PROJ.REVW.	HUD901010A	11/20/90	2S2	C
012721	01-005677	2041 UNIVERSITY AVE	NASH HOTEL	BERKELEY	P	1923	HIST.SURV.	4701-0654-0000		3S	
012722	01-005678	2044 UNIVERSITY AVE	JOSEPH DAVIS BLDG , THE VICTORIA,	BERKELEY	P	1905	HIST.SURV.	4701-0655-0000		3S	
012723	01-005679	2050 UNIVERSITY AVE	KOERBER BUILDING , STATE FARM BUIL	BERKELEY	P	1923	HIST.SURV.	4701-0656-0000		3S	
127060	01-010412	2054 UNIVERSITY AVE		BERKELEY	P		HIST.RES.	DOE-01-01-0001-0000	02/02/01	2S2	C
							PROJ.REVW.	FCC001011B	02/02/01	2S2	C
095629	01-008285	2070 UNIVERSITY AVE	CAMPANILE HOTEL	BERKELEY	P	1912	PROJ.REVW.	HUD950302C	04/18/95	6Y	
012724	01-005680	2125 UNIVERSITY AVE	PLACHEK ADDITION TO ACHESON BLDG,	BERKELEY	P	1921	HIST.SURV.	4701-0657-0000		3S	
012725	01-005681	2131 UNIVERSITY AVE	THE ACHESON PHYSICIANS BUILDING	BERKELEY	P	1908	HIST.SURV.	4701-0658-0000		3S	
012726	01-005682	2139 UNIVERSITY AVE	SILLS, BERKELEY HARDWARE STORE	BERKELEY	P	1915	HIST.SURV.	4701-0659-0000		3S	
183753		2200 UNIVERSITY AVE	WURSTER HALL	BERKELEY	S	1964	PROJ.REVW.	FCC100322G	04/29/10	6Y	
143793		UNIVERSITY DR	GILMAN HALL	BERKELEY	S	1917	NAT.REG.	01-0058	10/14/03	7W	
							HIST.SURV.	4701-0721-0000	09/06/77	3S	
012443	01-005399	UNIVERSITY DR	HILGARD HALL (CAMPUS DIST.-SHL)	BERKELEY	S	1916	HIST.RES.	NPS-82004647-0000	03/25/82	1S	
							HIST.RES.	SHL-0946-0014	08/07/81	1CL	
							HIST.SURV.	4701-0375-0000		3S	
012690	01-005646	UNIVERSITY DR	ROOM 307, GILMAN HALL	BERKELEY	S		HIST.SURV.	4701-0622-0000	01/01/82	7K	
							HIST.RES.	NHL-66000203-0000	12/21/65	1S	A
							HIST.RES.	NPS-66000203-0000	10/15/66	1S	A
							HIST.SURV.	4701-0622-0000	10/15/66	1S	
012698	01-005654	UNIVERSITY DR	LIFE SCIENCES BLDG	BERKELEY	S	1928	HIST.SURV.	4701-0631-0000		3S	
012421	01-005377	UNIVERSITY DR	EUCLID, HAVILAND HALL	BERKELEY	S	1923	HIST.SURV.	4701-0353-0000		3S	
012398	01-005354	UNIVERSITY DR	UNIVERSITY BOTANICAL GARDEN, BOTAN	BERKELEY	S	0	HIST.SURV.	4701-0330-0000		3S	
012703	01-005659	UNIVERSITY DR	CUPOLA FROM GIAVQUE LAB	BERKELEY	S	1889	HIST.SURV.	4701-0636-0000		3S	
012508	01-005464	UNIVERSITY DR	HEARST MEMORIAL BLDG; HEARST MININ	BERKELEY	S	1901	HIST.RES.	NPS-82004646-0000	03/25/82	1S	
							HIST.SURV.	4701-0440-0000		3S	
							HIST.RES.	SHL-0946-0004	08/07/81	1CL	
012685	01-005641	UNIVERSITY DR	GIANNINI HALL (CAMPUS DIST-SHL)	BERKELEY	S	1929	HIST.RES.	NPS-82004643-0000	03/25/82	1S	
							HIST.RES.	SHL-0946-0015	08/07/81	1CL	
							HIST.SURV.	4701-0617-0000		3S	
012684	01-005640	UNIVERSITY DR	AGRICULTURE HALL; WELLMAN HALL (CA	BERKELEY	S	1910	HIST.RES.	NPS-82004653-0000	03/25/82	1S	
							HIST.RES.	SHL-0946-0013	08/07/81	1CL	
							HIST.SURV.	4701-0616-0000		3S	
181490		2325 VALLEY ST		BERKELEY	P	1912	PROJ.REVW.	HUD110225E	03/21/11	6Y	
							PROJ.REVW.	HUD110207F	03/09/11	6Y	
177454		2340 VALLEY ST		BERKELEY	P	1924	PROJ.REVW.	HUD091022G	11/05/09	6Y	
012728	01-005684	2100 VINE ST	SQUIRES BLOCK	BERKELEY	P	1895	HIST.SURV.	4701-0661-0000		3S	
012730	01-005686	2163 VINE ST	WEIR HOUSE	BERKELEY	P	1890	HIST.SURV.	4701-0663-0000		3S	
176729		1327 VIRGINIA ST		BERKELEY	P	1944	PROJ.REVW.	HUD090831J	09/25/09	6Y	
175943		1354 VIRGINIA ST		BERKELEY	P	1948	PROJ.REVW.	HUD090522J	06/10/09	6Y	
177524		1362 VIRGINIA ST		BERKELEY	P	1926	PROJ.REVW.	HUD091214C	01/07/10	6Y	
185576		1708 VIRGINIA ST		BERKELEY	P	1924	PROJ.REVW.	HUD100524N	06/22/10	6Y	
012729	01-005685	1816 VIRGINIA ST	SCHMIDT HOUSE	BERKELEY	P	1890	HIST.SURV.	4701-0662-0000		3S	

PROPERTY-NUMBER	PRIMARY-#	STREET.ADDRESS.....	NAMES.....	CITY.NAME.....	OWN	YR-C	OHP-PROG..	PRG-REFERENCE-NUMBER	STAT-DAT	NRS	CRIT
012503	01-005459	1940 VIRGINIA ST	CALVARY PRESBYTERIAN CHURCH, COM C	BERKELEY	P	1919	HIST.SURV.	4701-0435-0000		3S	
012727	01-005683	2702 VIRGINIA ST	ARTHUR B SMITH HOUSE	BERKELEY	P	1905	HIST.SURV.	4701-0660-0000		3S	
012374	01-005330	W ESPLANADE DR	SOUTH HALL, CAMPUS DISTRICT	BERKELEY	S	1873	HIST.RES.	NPS-82004651-0000	03/25/82	1S	
							HIST.RES.	SHL-0946-0009	08/07/81	1CL	
							HIST.SURV.	4701-0306-0000		3S	
184104		2450 W ST		BERKELEY	P	1929	PROJ.REVW.	HUD110706B	07/29/11	6Y	
069966	01-005946	2728 WALLACE ST		BERKELEY	U	1924	PROJ.REVW.	HUD910110C	01/29/91	6Y	
089177	01-008086	2825 WALLACE ST		BERKELEY	P	1922	PROJ.REVW.	HUD940321AH	04/20/94	6Y	
012731	01-005687	WALNUT ST	WALNUT SQUARE	BERKELEY	P	1972	HIST.SURV.	4701-0664-0000		3S	
012732	01-005688	1414 WALNUT ST	GARFIELD JR HIGH SCHOOL, ADMINISTR	BERKELEY	D	1915	HIST.RES.	DOE-01-96-0010-0000	08/08/96	2S2	AC
							PROJ.REVW.	HUD960717D	08/08/96	2S2	AC
							HIST.RES.	NPS-82002160-0000	06/14/82	1S	
							HIST.SURV.	4701-0665-0000	06/14/82	1S	AC
							HIST.SURV.	4701-0665-0000		3S	
012733	01-005689	1525 WALNUT ST	HANSCOM HOUSE	BERKELEY	P	1875	HIST.SURV.	4701-0666-0000		3S	
012734	01-005690	1907 WALNUT ST	WILLIAM HEYWOOD APARTMENT, WALNUT	BERKELEY	P	1909	HIST.SURV.	4701-0667-0000		3S	
012735	01-005691	1922 WALNUT ST	3 BROWN SHINGLE HOUSES	BERKELEY	P	1905	HIST.SURV.	4701-0668-0000		3S	
012736	01-005692	1925 WALNUT ST	3 BROWN SHINGLE HOUSES	BERKELEY	P	1905	HIST.SURV.	4701-0669-0000		3S	
012737	01-005693	1930 WALNUT ST	3 BROWN SHINGLE HOUSES	BERKELEY	P	1905	HIST.SURV.	4701-0670-0000		3S	
077160	01-006829	1309 WARD ST		BERKELEY	U	1925	PROJ.REVW.	HUD920520B	06/18/92	6Y	
174193		1415 WARD ST		BERKELEY	P	1912	PROJ.REVW.	HUD081119D	12/09/08	6Y	
084843	01-007663	1419 WARD ST		BERKELEY	P	1916	PROJ.REVW.	HUD931116D	12/08/93	6Y	
077792	01-006891	1425 WARD ST		BERKELEY	U	1926	PROJ.REVW.	HUD920928E	10/07/92	6Y	
087635	01-008031	1609 WARD ST		BERKELEY	P	1898	PROJ.REVW.	HUD940107A	02/24/94	6Y	
181484		1728 WARD ST		BERKELEY	P	1956	PROJ.REVW.	HUD110304D	03/09/11	6Y	
012738	01-005694	2307 WARRING ST	CHARLES WASHINGTON MERRILL HOUSE,	BERKELEY	S	1911	HIST.SURV.	4701-0671-0000		3S	
012739	01-005695	2434 WARRING ST	THE THOMAS OLNEY HOUSE, SIGMA PI H	BERKELEY	P	1911	HIST.SURV.	4701-0672-0000		3S	
145999		2516 WARRING ST	SANTOS, SZENTO, HOUSE/HART, A. B.,	BERKELEY	P	1905	HIST.SURV.	4701-0722-0000	03/30/78	3S	
012743	01-005699	2601 WARRING ST	CALIFORNIA SCHOOL FOR THE DEAF	BERKELEY	S	1932	HIST.SURV.	4701-0676-0000	10/14/83	1S	AC
							HIST.SURV.	4701-0676-0000		3S	
012742	01-005698	2602 WARRING ST	THE BEAR HUNT	BERKELEY	S	1892	HIST.SURV.	4701-0675-0000		3S	
012744	01-005700	2608 WARRING ST	ONLEY HOUSE	BERKELEY	P	1914	HIST.SURV.	4701-0677-0000		3S	
163003		2330 WEBSTER ST		BERKELEY	P	1910	PROJ.REVW.	FTA051227A	03/15/06	6Y	
163002		2334 WEBSTER ST		BERKELEY	P	1925	PROJ.REVW.	FTA051227A	03/15/06	6Y	
012745	01-005701	2900 WHEELER ST	ALDEN HOUSE	BERKELEY	P	1899	HIST.SURV.	4701-0678-0000		3S	
089178	01-008087	3111 WHEELER ST		BERKELEY	P	1921	PROJ.REVW.	HUD940321AI	04/20/94	6Y	
012746	01-005702	605 WOODMONT AVE	ENGLISH COTTAGE POPE HOUSE	BERKELEY	P	1915	HIST.SURV.	4701-0679-0000		3S	
090488	01-008123	1628 WOOLSEY ST		BERKELEY	P	1900	PROJ.REVW.	HUD940616D	07/25/94	6Y	
170188		1636 WOOLSEY ST		BERKELEY	P	1904	PROJ.REVW.	HUD080226E	03/06/08	6Y	
162563		1819 WOOLSEY ST		BERKELEY	P	1910	PROJ.REVW.	HUD060519C	06/26/06	6Y	
162565		1820 WOOLSEY ST		BERKELEY	P	1906	PROJ.REVW.	HUD060519C	06/26/06	6Y	
162566		1821 WOOLSEY ST		BERKELEY	P	1895	PROJ.REVW.	HUD060519C	06/26/06	6Y	
162567		1822 WOOLSEY ST		BERKELEY	P	1906	PROJ.REVW.	HUD060519C	06/26/06	6Y	
162568		1825 WOOLSEY ST		BERKELEY	P	1895	PROJ.REVW.	HUD060519C	06/26/06	6Y	
162569		1830 WOOLSEY ST		BERKELEY		1915	PROJ.REVW.	HUD060519C	06/26/06	6Y	
162570		1831 WOOLSEY ST		BERKELEY	P	1930	PROJ.REVW.	HUD060519C	06/26/06	6Y	
162571		1839 WOOLSEY ST	EBENEZER MISSIONARY BAPTIST CHURCH	BERKELEY	P	1926	PROJ.REVW.	HUD060519C	06/26/06	6Y	
162572		1840 WOOLSEY ST		BERKELEY	P	1897	PROJ.REVW.	HUD060519C	06/26/06	6Y	
012747	01-005703	2514 WOOLSEY ST	PROFESSOR GONZALEZ HOUSE	BERKELEY	P	1915	HIST.SURV.	4701-0680-0000		3S	
012749	01-005705	1874 YOSEMITE RD	MURDOCH HOUSE (WILLIAM)	BERKELEY	P	1911	HIST.SURV.	4701-0682-0000		3S	
012748	01-005704	1962 YOSEMITE RD	McGREGOR HOUSE	BERKELEY	P	1921	HIST.SURV.	4701-0681-0000		3S	
137156		HEARST AVE	TOLMAN HALL	(VIC) BERKELEY	S	1962	HIST.RES.	DOE-01-03-0003-0000	01/02/03	6Y	
							PROJ.REVW.	FCC021209B	01/02/03	6Y	
132492		1430 172ND AVE		CASTRO VALLEY	P	1954	HIST.RES.	DOE-01-02-0009-0000	07/01/02	6Y	

Appendix B: Native American Heritage Commission Consultation

NATIVE AMERICAN HERITAGE COMMISSION
Environmental and Cultural Department
1550 Harbor Blvd., Suite 100
West Sacramento, CA 95691
(916) 373-3710
(916) 373-5471 FAX

September 7, 2018

Alisa Shen
City of Berkeley

Email to: ashen@cityofberkeley.info

RE: Adeline Corridor Specific Plan, Alameda County

Dear Ms. Shen:

Attached is a consultation list of tribes with traditional lands or cultural places located within the boundaries of the above referenced counties. Please note that the intent of the referenced codes is to avoid and or mitigate impacts to tribal cultural resources, as defined, in the California Environmental Quality Act (CEQA).

The law does not preclude initiating consultation with the tribes that are culturally and traditionally affiliated within your jurisdiction. The Native American Heritage Commission (NAHC) believes that this is the best practice to ensure that tribes are consulted commensurate with the intent of the law.

The NAHC also believes that agencies should also include with their notification letters, information regarding any cultural resources assessment that has been completed on the Area of Potential Effect (APE), such as:

1. The results of any record search that may have been conducted at an Information Center of the California Historical Resources Information System (CHRIS), including, but not limited to:

   - A listing of any and all known cultural resources that have already been recorded or are adjacent to the APE, such as known archaeological sites;
   - Copies of any and all cultural resource records and study reports that may have been provided by the Information Center as part of the records search response;
   - Whether the records search indicates a low, moderate or high probability that unrecorded cultural resources are located in the APE; and
   - If a survey is recommended by the Information Center to determine whether previously unrecorded cultural resources are present.

2. The results of any archaeological inventory survey that was conducted, including:

   - Any report that may contain site forms, site significance, and suggested mitigation measures.

     All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure in accordance with Government Code Section 6254.10.

3. The results of the Sacred Lands File (SFL) check conducted through the Native American Heritage Commission had a positive result. For more information about this site, please contact the Northern Valley Yokut tribe.

4. Any ethnographic studies conducted for any area including all or part of the potential APE; and

5. Any geotechnical reports regarding all or part of the potential APE.

Lead agencies should be aware that records maintained by the NAHC and CHRIS are not exhaustive. A negative response to these searches does not preclude the existence of a cultural place. A tribe may be the only source of information regarding the existence of a tribal cultural resource.

This information will aid tribes in determining whether to request formal consultation. In the case that they do, having the information beforehand will help to facilitate the consultation process.

If you receive notification of change of addresses and phone numbers from tribes, please notify me. With your assistance, we are able to assure that our consultation list remains current.

If you have any questions, please contact me at my email address: frank.lienert@nahc.ca.gov or at 916-5731033.

Sincerely,

Frank Lienert
Associate Governmental Program Analyst

Native American Heritage Commission
Tribal Consultation List
September 7, 2018

Coastanoan Rumsen Carmel Tribe
Tonv Cerda. Chairperson
244 E. 1st Street
Pomona , CA 91766
rumsen@aol.com
(909) 524-8041 Cell

Ohlone/Costanoan

Indian Canvon Mutsun Band of Costanoan
Ann Marie Savers. Chairperson
P.O. Box 28
Hollister , CA 95024
ams@indiancanyon.org
(831) 637-4238

Ohlone/Costanoan

Amah MutsunTribal Band of Mission San Juan Bautista
Irenne Zwierlein. Chairperson
789 Canada Road
Woodside , CA 94062
amahmutsuntribal@gmail.com
(650) 851-7489 Cell
(650) 851-7747 Office

Ohlone/Costanoan

Muwekma Ohlone Indian Tribe of the SF Bav Area
Monica Arellano. Vice Chairwoman
20885 Redwood Road. Suite 2
Castro Vallev , CA 94546
marellano@muwekma.org
(408) 205-9714

Ohlone / Costanoan

North Vallev Yokuts Tribe
Katherine Erolinda Perez. Chairperson
P.O. Box 717
Linden , CA 95236
canutes@verizon.net
(209) 887-3415

Ohlone/Costanoan
Northern Valley Yokuts
Bav Miwok

Muwekma Ohlone Indian Tribe of the SF Bav Area
Charlene Nijmeh. Chairperson
20885 Redwood Road. Suite 2
Castro Vallev , CA 94546
cnijmeh@muwekma.org
(408) 464-2892

Ohlone / Costanoan

The Ohlone Indian Tribe
Andrew Galvan
P.O. Box 3388
Fremont , CA 94539
chochenyo@AOL.com
(510) 882-0527 Cell

Ohlone/Costanoan
Bay Miwok
Plains Miwok
Patwin

This list is current only as of the date of this document and is based on the information available to the Commission on the date it was produced.

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 Resources Code and Section 5097.98 of the Public Resources Code.

This list is applicable only for consultation with Native American tribes under Government Code Sections 65352.3 and 65362.4 et seq for the proposed

Adeline Corridor Specific Plan, Alameda County

Planning and Development Department
Land Use Planning Division

September 12, 2018

Amah Mutsun Tribal Band of Mission San Juan Bautista
Irenne Zwierlein, Chairperson
789 Canada Road
Woodside, CA 94062

Also sent via e-mail: amahmutsuntribal@gmail.com

RE: Assembly Bill 52 and Senate Bill 18 Consultation, Adeline Corridor Specific Plan, City of Berkeley, Alameda County, California

Dear Chairperson Zwierlein,

The City of Berkeley Planning Department is preparing an EIR for the proposed Adeline Corridor Specific Plan. The proposed project is a long-range plan with a planning horizon through the year 2040. The Specific Plan will include goals and policies related to land use, circulation, infra structure, and design to fulfill the vision for the Plan Area. The Specific Plan would also establish uses and development standards for the Plan Area. **For the purposes of the CEQA EIR, a reasonable and conservative estimate of buildout or growth projection associated with the proposed Specific Plan through 2040 includes development of 1,450 housing units and 65,000 square feet of retail or commercial space.**[1] Because this is a plan (and not a development project), the timing, intensity and type of development within the Specific Plan area over the time horizon of the plan are less certain. Future development under the Specific Plan may likely require approval by State, federal and responsible trustee agencies, which may in turn rely on the programmatic EIR for the Specific Plan to render their decisions.

A record search covering the project area and a 1/8-mile radius around it was completed at the Northwest Information Center, California Historical Resources Information System on September 11, 2018 (NWIC #18-0321). The record search showed that no archaeological resources are known within the APE or the search radius. Twenty previous studies have covered portions of the APE, but have not identified archaeological resources.

In August and September, 2018 an intensive archaeological survey of the project area was carried out by an archaeologist meeting the Secretary of the Interior's Standards. No prehistoric cultural resources were identified during the survey. An archaeological sensitivity analysis indicates that the APE in prehistory was over one mile from the nearest perennial watercourse, making it less likely to contain buried archaeological sites. The APE was also extensively disturbed in the 1960s by the construction of the BART tunnel, which runs underground along Adeline Street, by private

[1] Growth projection estimates assume residential upper floor use and non-residential retail/commercial ground-floor uses.

construction, and by underground utilities. Given these factors, there appears to be a low likelihood that previously unknown archaeological sites will be discovered in the project area.

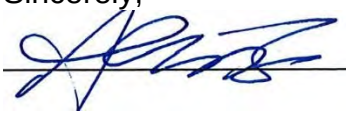
The proposed project must comply with California Public Resources Code § 21080.3.1 (Assembly Bill [AB] 52 of 2014), which requires local governments to conduct meaningful consultation with California Native American tribes that have requested to be notified by lead agencies of proposed projects in the geographic area with which the tribe is traditionally and culturally affiliated.

The proposed project includes the adoption of a city specific plan and, therefore, must also comply with California Public Resources Code § 65352.3 – 65352.4 (Senate Bill 18), which requires local governments to conduct meaningful consultation with California Native American tribes on the contact list maintained by the Native American Heritage Commission prior to the adoption or amendment of a city or county specific plan or general plan for the purpose of protecting cultural places on lands affected by the proposal.

Your tribe's input is important to the City of Berkeley's planning process. We request that you advise us as early as possible if you wish to consult on the proposed project. Under AB 52, you have 30 days and under the provisions of SB 18, have 90 days from the date of receipt of this notice to advise the City if you are interested in further consultation.

If you require any additional information or have any questions, please contact me at (510) 981-7409 or via e-mail at ashen@cityofberkeley.info. Thank you for your assistance.

Sincerely,



Alisa Shen
Principal Planner
City of Berkeley Planning & Development Department

Enclosed:
Adeline Corridor Specific Plan Notice of Preparation (NOP)

Cc: Aaron Welch, Raimi+Associates
Abe Leider, Rincon Consulting, Inc.
Karly Kaufman, Rincon Consulting, Inc.

Planning and Development Department
Land Use Planning Division

NOTICE OF PREPARATION (NOP) OF A DRAFT ENVIRONMENTAL IMPACT REPORT AND SCOPING SESSION FOR THE PROPOSED ADELINE CORRIDOR SPECIFIC PLAN

The City of Berkeley is preparing a Draft Environmental Impact Report (EIR) for the Adeline Corridor Specific Plan ("Specific Plan"), as identified below, and is requesting comments on the scope and content of the Draft EIR. The Draft EIR will address the potential physical and environmental effects of the Specific Plan for each of the environmental topics outlined in the California Environmental Quality Act (CEQA). The City has not prepared an Initial Study. Under CEQA, a Lead Agency may proceed directly with EIR preparation without an Initial Study if it is clear that an EIR will be required. The City has made such a determination for this project.

The City of Berkeley is the Lead Agency for the Specific Plan. This notice is being sent to the California State Clearinghouse, Alameda County Clerk, adjacent cities, potential responsible agencies, and other interested parties. Responsible agencies are those public agencies, besides the City of Berkeley, that also have a role in approving or carrying out the project. When the Draft EIR is published, a Notice of Availability of a Draft EIR will be sent to Responsible Agencies, other public agencies, and interested parties and individuals who have indicated that they would like to review the Draft EIR.

Responses to this NOP and any questions or comments should be directed in writing to: *Alisa Shen, Principal Planner, Planning and Development Department, 1947 Center Street, 2nd Floor, Berkeley, CA 94704; or ashen@cityofberkeley.info*. Comments on the NOP must be received **on or before August 6, 2018**. In addition, comments may be provided at the EIR Scoping Meeting (see below). Comments should focus on possible impacts on the physical environment, ways in which potential adverse effects might be minimized, and alternatives to the proposed Specific Plan.

EIR PUBLIC SCOPING MEETING: The City of Berkeley Planning Commission will conduct a public scoping session at a Special Meeting/Location on **July 18, 2018,** starting at **7:00 PM at the South Berkeley Senior Center, 2939 Ellis Street, Berkeley, California.**[1]

PROJECT TITLE: Adeline Corridor Specific Plan

[1] Visit: https://www.cityofberkeley.info/Clerk/Commissions/Commissions__Planning_Commission_Homepage.aspx for agendas and other meeting information.

PROJECT LOCATION: The Plan Area is located in the southern portion of the City of Berkeley and extends approximately 1.3 miles north from the Berkeley/Oakland border along Adeline Street and Shattuck Avenue to the intersection of Shattuck Avenue and Dwight Way. The Plan Area abuts Downtown Berkeley to the north and extends to the City of Oakland border to the south. Figure 1 shows the Plan Area boundary.

PROJECT SPONSOR: City of Berkeley

EXISTING CONDITIONS: The Plan Area encompasses approximately 86 acres of land. The Plan Area contains a wide range of commercial, civic, cultural and residential land uses as well as the Ashby BART Station, a regional transit facility, located in the central/southern portion of the Plan Area. The Plan Area is characterized by a varied street environment and approximately 38 acres (44 percent) of right-of-way (e.g. streets and sidewalks) used for multiple modes of transportation. Of the remaining area, approximately 19 acres are developed with commercial uses, 11 acres are developed with public, civic, or institutional uses, 9 acres are developed with residential uses, and the remaining area is developed with parking, warehouse or mixed uses, or is vacant. The majority of land surrounding the Plan Area is dedicated to residential uses and is characterized by well-established neighborhoods with a mix of single-family and small multi-family developments.

The Plan Area slopes in a southwesterly direction from an elevation of approximately 167 feet above sea level at the intersection of Shattuck Avenue and Dwight Way to approximately 85 feet above sea level near the Berkeley/Oakland City Limit. With an average slope of approximately 1.2 percent, the Plan Area is conducive to walking and bicycling. Approximately 11 properties in the Plan Area are present on one of the lists of hazardous waste sites enumerated under Section 95962.5 of the Government Code.

PROJECT DESCRIPTION and BACKGROUND: In 2015, the City of Berkeley began a community planning process to develop a long-range plan for the Adeline corridor. A long-range plan provides a blueprint for the future, an opportunity for the community to express its priorities, and serves as a guide for public and private investment in the area. The planning effort is funded in part by a grant from the Metropolitan Transportation Commission (MTC) and Association of Bay Area Governments (ABAG) to promote opportunities to plan for transit-oriented development around BART stations and other high-frequency transit and safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities.

Building on the feedback from series of community events, stakeholder meetings, and working sessions, the vision of the Specific Plan is to:

- Make the Adeline Corridor a “connector” that weaves together healthy, diverse, and vibrant neighborhoods;
- Champion equitable, transit-oriented development, including high-quality affordable housing for a range of income levels, and that supports a thriving business community populated by independent locally-owned business, non-profits and arts organizations;

- Provide safe, “complete streets” and other public spaces that are walkable, bikeable, green, and accessible for persons of all ages and abilities;
- Create a place where history--the experiences and contributions of people, places and institutions that have made South Berkeley what it is today—is recognized and reflected in its future; and,
- Create a place where people have equitable access and opportunity to shared prosperity and quality of life.

The Adeline Corridor Specific Plan will have a horizon year of 2040. The plan will direct changes in land uses and development and right-of-way improvements. The plan's policies and standards will only apply within the Plan Area boundary which includes the street itself, as well as parcels on either side of the street. Although the plan's geographical scope is limited, it will also consider the relationship to the larger South Berkeley neighborhood.

The components of the Specific Plan will include:

- Text and diagrams showing the distribution, location, and extent of all land uses;
- Standards and guidelines for development, including adjustments to allowable building height, density, and use; and
- Program of implementation measures including regulations, programs, public works projects and potential financing recommendations.

For more information about the Specific Plan, please visit the Plan website at: https://www.cityofberkeley.info/AdelineCorridor/

POTENTIAL ENVIRONMENTAL EFFECTS: It is anticipated that the proposed Specific Plan may result in potentially significant environmental effects to the following:

- Air Quality;
- Biological Resources;
- Cultural and Historic 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 Recreation
- Transportation;
- Tribal Cultural Resources; and
- Utilities and Service Systems.

All of the noted environmental issues will be analyzed in the Draft EIR.

The Specific Plan has no potential for impacts on the following environmental factors and as a result, these environmental factors will not be the subject of the Draft EIR: Aesthetics (per Public Resources Code section 21099(d)(1) regarding infill sites within a transit priority area), Agriculture and Forestry Resources (there are no agricultural and forest land resources in the Plan Area) and Mineral Resources (there are no mineral resources in the Plan Area).

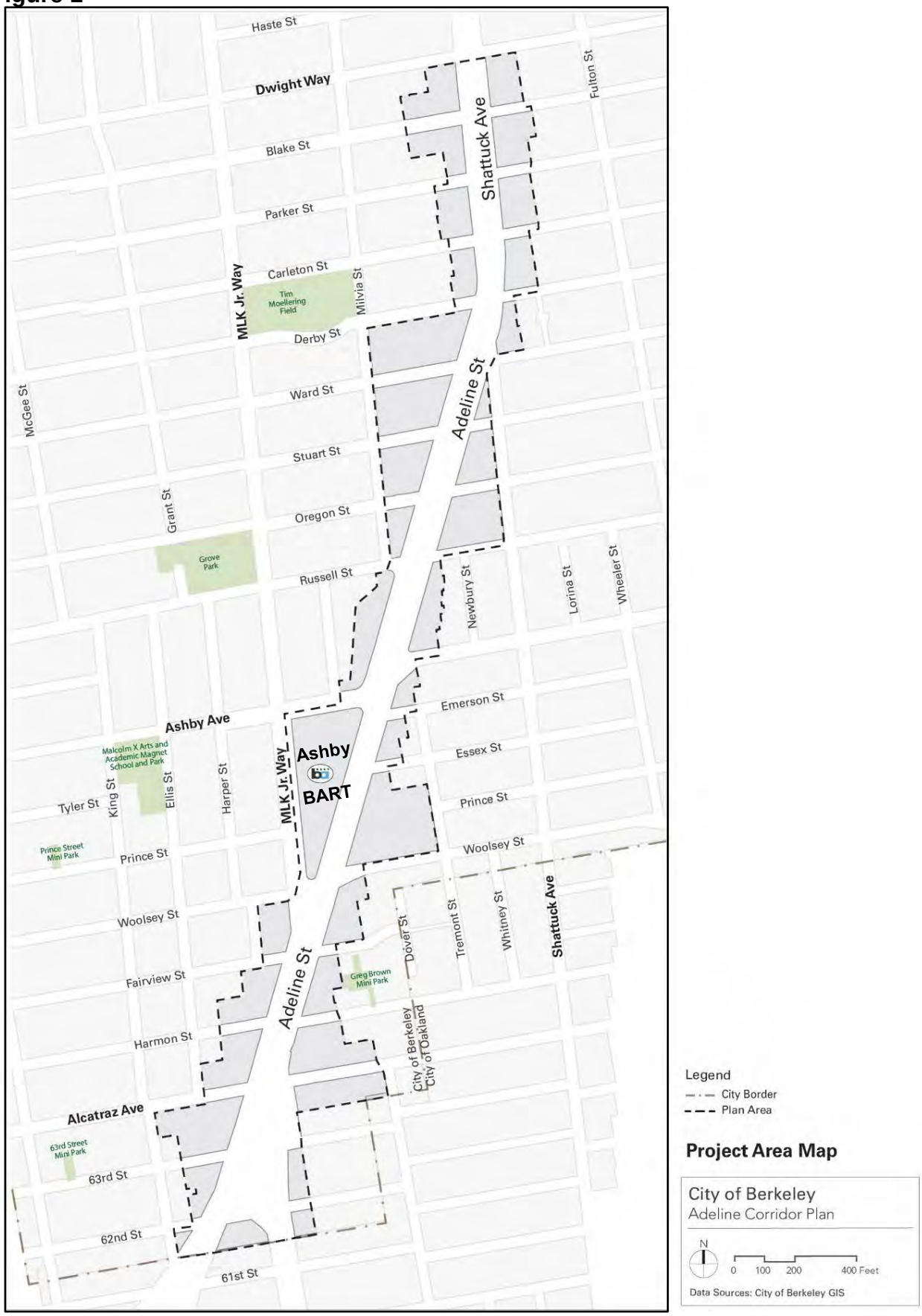
The Draft EIR will also examine a reasonable range of alternatives to the Specific Plan, including the CEQA-mandated No Project Alternative and other potential alternatives that may be capable of reducing or avoiding potential environmental effects while generally meeting the Plan objectives. The Draft EIR will also analyze the cumulative impacts that could result with adoption and development under the Specific Plan.

Alisa Shen, Principal Planner

Date of Distribution: July 6, 2018

Attachment: Figure 1: Project Area Map (Plan Area Boundary)

Figure 1


Haste St
Dwight Way
Blake St
Parker St
Carleton St
Tim Moellering Field
Derby St
Ward St
Stuart St
Oregon St
Russell St
Ashby Ave
Malcolm X Arts and Academic Magnet School and Park
Prince Street Mini Park
Prince St
Woolsey St
Fairview St
Harmon St
Alcatraz Ave
63rd Street Mini Park
63rd St
62nd St
61st St
Grove Park
Ashby BART
Emerson St
Essex St
Prince St
Woolsey St
Greg Brown Mini Park
City of Berkeley
City of Oakland
Shattuck Ave
Fulton St
Adeline St
MLK Jr. Way
Milvia St
McGee St
Grant St
King St
Ellis St
Harper St
Tyler St
Newbury St
Lorina St
Wheeler St
Dover St
Tremont St
Whitney St
Legend
City Border
Plan Area
Project Area Map
City of Berkeley
Adeline Corridor Plan
N
0 100 200 400 Feet
Data Sources: City of Berkeley GIS

Appendix D

Noise Measurement Data

Noise Measurement #1

- Freq Weight : A
- Time Weight : FAST
- Level Range : 50-110
- Max dB : 89.1 - 2009/04/09 00:59:48
- Level Range : 50-110
- SEL : 97.8
- Leq : 68.3
-

No.s	Date Time	(dB)
1	2009/04/09 00:59:30	76.4
2	2009/04/09 00:59:31	73.7
3	2009/04/09 00:59:32	65.3
4	2009/04/09 00:59:33	61.1
5	2009/04/09 00:59:34	58.9
6	2009/04/09 00:59:35	58.1
7	2009/04/09 00:59:36	56.9
8	2009/04/09 00:59:37	58.9
9	2009/04/09 00:59:38	57.8
10	2009/04/09 00:59:39	57.0
11	2009/04/09 00:59:40	56.7
12	2009/04/09 00:59:41	56.8
13	2009/04/09 00:59:42	65.3
14	2009/04/09 00:59:43	71.0
15	2009/04/09 00:59:44	63.6
16	2009/04/09 00:59:45	68.2
17	2009/04/09 00:59:46	70.2
18	2009/04/09 00:59:47	88.3
19	2009/04/09 00:59:48	76.8
20	2009/04/09 00:59:49	75.4
21	2009/04/09 00:59:50	72.7
22	2009/04/09 00:59:51	65.7
23	2009/04/09 00:59:52	63.2
24	2009/04/09 00:59:53	62.5
25	2009/04/09 00:59:54	69.6
26	2009/04/09 00:59:55	63.2*
27	2009/04/09 00:59:56	80.6*
28	2009/04/09 00:59:57	72.4*
29	2009/04/09 00:59:58	72.7*
30	2009/04/09 00:59:59	76.2*
31	2009/04/09 01:00:00	75.8*
32	2009/04/09 01:00:01	74.4*
33	2009/04/09 01:00:02	72.5*
34	2009/04/09 01:00:03	72.8*
35	2009/04/09 01:00:04	71.4*
36	2009/04/09 01:00:05	71.3*
37	2009/04/09 01:00:06	76.3*
38	2009/04/09 01:00:07	73.9*
39	2009/04/09 01:00:08	76.6*
40	2009/04/09 01:00:09	72.9*
41	2009/04/09 01:00:10	87.2*
42	2009/04/09 01:00:11	82.3*
43	2009/04/09 01:00:12	73.5*
44	2009/04/09 01:00:13	65.5*
45	2009/04/09 01:00:14	77.5*
46	2009/04/09 01:00:15	68.1*
47	2009/04/09 01:00:16	76.4*
48	2009/04/09 01:00:17	59.4*
49	2009/04/09 01:00:18	63.3*
50	2009/04/09 01:00:19	62.8*
51	2009/04/09 01:00:20	59.9*
52	2009/04/09 01:00:21	60.4*
53	2009/04/09 01:00:22	61.0*
54	2009/04/09 01:00:23	79.0*
55	2009/04/09 01:00:24	60.4*
56	2009/04/09 01:00:25	60.7*
57	2009/04/09 01:00:26	59.5*
58	2009/04/09 01:00:27	57.4*
59	2009/04/09 01:00:28	58.1*
60	2009/04/09 01:00:29	60.5*
61	2009/04/09 01:00:30	60.7*
62	2009/04/09 01:00:31	61.2*
63	2009/04/09 01:00:32	62.0*
64	2009/04/09 01:00:33	63.6*
65	2009/04/09 01:00:34	67.0*
66	2009/04/09 01:00:35	71.8*
67	2009/04/09 01:00:36	69.9*
68	2009/04/09 01:00:37	65.2*
69	2009/04/09 01:00:38	60.7*
70	2009/04/09 01:00:39	57.3*
71	2009/04/09 01:00:40	57.0*
72	2009/04/09 01:00:41	57.4*
73	2009/04/09 01:00:42	56.9*
74	2009/04/09 01:00:43	57.3*
75	2009/04/09 01:00:44	58.6*
76	2009/04/09 01:00:45	57.7*
77	2009/04/09 01:00:46	57.1*
78	2009/04/09 01:00:47	56.7*
79	2009/04/09 01:00:48	56.6*
80	2009/04/09 01:00:49	56.8*
81	2009/04/09 01:00:50	56.9*
82	2009/04/09 01:00:51	56.6*
83	2009/04/09 01:00:52	58.3*
84	2009/04/09 01:00:53	60.4*
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86	2009/04/09	01:00:55	69.8*
87	2009/04/09	01:00:56	69.9*
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89	2009/04/09	01:00:58	62.4*
90	2009/04/09	01:00:59	62.5*
91	2009/04/09	01:01:00	65.3*
92	2009/04/09	01:01:01	68.1
93	2009/04/09	01:01:02	69.8
94	2009/04/09	01:01:03	70.6
95	2009/04/09	01:01:04	73.0
96	2009/04/09	01:01:05	72.9
97	2009/04/09	01:01:06	72.4
98	2009/04/09	01:01:07	72.5
99	2009/04/09	01:01:08	74.9
100	2009/04/09	01:01:09	79.4
101	2009/04/09	01:01:10	81.3
102	2009/04/09	01:01:11	75.6
103	2009/04/09	01:01:12	68.8
104	2009/04/09	01:01:13	67.6
105	2009/04/09	01:01:14	68.9
106	2009/04/09	01:01:15	70.1
107	2009/04/09	01:01:16	71.9
108	2009/04/09	01:01:17	71.3
109	2009/04/09	01:01:18	69.7
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114	2009/04/09	01:01:23	68.4
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141	2009/04/09	01:01:50	55.0
142	2009/04/09	01:01:51	55.6
143	2009/04/09	01:01:52	57.2
144	2009/04/09	01:01:53	56.0
145	2009/04/09	01:01:54	56.0
146	2009/04/09	01:01:55	55.9
147	2009/04/09	01:01:56	57.2
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150	2009/04/09	01:01:59	59.8
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152	2009/04/09	01:02:01	55.6
153	2009/04/09	01:02:02	57.3
154	2009/04/09	01:02:03	55.4
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245	2009/04/09	01:03:34	58.0
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272	2009/04/09	01:04:01	57.6
273	2009/04/09	01:04:02	57.8
274	2009/04/09	01:04:03	57.7
275	2009/04/09	01:04:04	57.7
276	2009/04/09	01:04:05	58.3
277	2009/04/09	01:04:06	58.7
278	2009/04/09	01:04:07	59.7
279	2009/04/09	01:04:08	61.7
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282	2009/04/09	01:04:11	71.4
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284	2009/04/09	01:04:13	72.1
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313	2009/04/09	01:04:42	69.4
314	2009/04/09	01:04:43	70.3
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316	2009/04/09	01:04:45	68.8
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732	2009/04/09	01:11:41	66.8
733	2009/04/09	01:11:42	67.2
734	2009/04/09	01:11:43	72.0
735	2009/04/09	01:11:44	74.9
736	2009/04/09	01:11:45	77.2
737	2009/04/09	01:11:46	75.6
738	2009/04/09	01:11:47	68.6
739	2009/04/09	01:11:48	64.6
740	2009/04/09	01:11:49	61.7
741	2009/04/09	01:11:50	61.5
742	2009/04/09	01:11:51	60.7
743	2009/04/09	01:11:52	60.4
744	2009/04/09	01:11:53	59.4
745	2009/04/09	01:11:54	58.5
746	2009/04/09	01:11:55	58.9
747	2009/04/09	01:11:56	59.3
748	2009/04/09	01:11:57	59.8
749	2009/04/09	01:11:58	62.5
750	2009/04/09	01:11:59	66.1
751	2009/04/09	01:12:00	71.3
752	2009/04/09	01:12:01	72.8
753	2009/04/09	01:12:02	70.0
754	2009/04/09	01:12:03	68.4
755	2009/04/09	01:12:04	71.9
756	2009/04/09	01:12:05	73.0
757	2009/04/09	01:12:06	71.1
758	2009/04/09	01:12:07	71.0
759	2009/04/09	01:12:08	70.9
760	2009/04/09	01:12:09	70.8
761	2009/04/09	01:12:10	72.7
762	2009/04/09	01:12:11	73.1
763	2009/04/09	01:12:12	71.8
764	2009/04/09	01:12:13	71.0
765	2009/04/09	01:12:14	68.2
766	2009/04/09	01:12:15	63.8
767	2009/04/09	01:12:16	62.5
768	2009/04/09	01:12:17	63.2
769	2009/04/09	01:12:18	64.1
770	2009/04/09	01:12:19	64.7
771	2009/04/09	01:12:20	65.6
772	2009/04/09	01:12:21	65.2
773	2009/04/09	01:12:22	65.0
774	2009/04/09	01:12:23	63.9
775	2009/04/09	01:12:24	67.0
776	2009/04/09	01:12:25	65.5
777	2009/04/09	01:12:26	66.1
778	2009/04/09	01:12:27	66.8

779	2009/04/09	01:12:28	67.9
780	2009/04/09	01:12:29	64.9
781	2009/04/09	01:12:30	61.2
782	2009/04/09	01:12:31	62.0
783	2009/04/09	01:12:32	65.3
784	2009/04/09	01:12:33	66.2
785	2009/04/09	01:12:34	65.0
786	2009/04/09	01:12:35	68.8
787	2009/04/09	01:12:36	70.0
788	2009/04/09	01:12:37	71.5
789	2009/04/09	01:12:38	73.1
790	2009/04/09	01:12:39	72.6
791	2009/04/09	01:12:40	71.9
792	2009/04/09	01:12:41	72.2
793	2009/04/09	01:12:42	71.0
794	2009/04/09	01:12:43	67.5
795	2009/04/09	01:12:44	69.1
796	2009/04/09	01:12:45	70.8
797	2009/04/09	01:12:46	73.3
798	2009/04/09	01:12:47	74.7
799	2009/04/09	01:12:48	71.3
800	2009/04/09	01:12:49	67.5
801	2009/04/09	01:12:50	69.7
802	2009/04/09	01:12:51	69.5
803	2009/04/09	01:12:52	68.9
804	2009/04/09	01:12:53	65.3
805	2009/04/09	01:12:54	62.8
806	2009/04/09	01:12:55	62.2
807	2009/04/09	01:12:56	61.1
808	2009/04/09	01:12:57	60.0
809	2009/04/09	01:12:58	60.0
810	2009/04/09	01:12:59	60.9
811	2009/04/09	01:13:00	60.8
812	2009/04/09	01:13:01	60.4
813	2009/04/09	01:13:02	58.9
814	2009/04/09	01:13:03	60.1
815	2009/04/09	01:13:04	61.1
816	2009/04/09	01:13:05	62.5
817	2009/04/09	01:13:06	62.4
818	2009/04/09	01:13:07	63.5
819	2009/04/09	01:13:08	65.8
820	2009/04/09	01:13:09	70.4
821	2009/04/09	01:13:10	73.8
822	2009/04/09	01:13:11	71.7
823	2009/04/09	01:13:12	67.7
824	2009/04/09	01:13:13	66.3
825	2009/04/09	01:13:14	68.9
826	2009/04/09	01:13:15	67.1
827	2009/04/09	01:13:16	63.0
828	2009/04/09	01:13:17	59.2
829	2009/04/09	01:13:18	59.5
830	2009/04/09	01:13:19	58.1
831	2009/04/09	01:13:20	58.1
832	2009/04/09	01:13:21	57.1
833	2009/04/09	01:13:22	56.9
834	2009/04/09	01:13:23	56.8
835	2009/04/09	01:13:24	63.9
836	2009/04/09	01:13:25	59.0
837	2009/04/09	01:13:26	61.6
838	2009/04/09	01:13:27	64.8
839	2009/04/09	01:13:28	70.8
840	2009/04/09	01:13:29	73.6
841	2009/04/09	01:13:30	75.5
842	2009/04/09	01:13:31	73.8
843	2009/04/09	01:13:32	71.9
844	2009/04/09	01:13:33	71.9
845	2009/04/09	01:13:34	69.9
846	2009/04/09	01:13:35	69.6
847	2009/04/09	01:13:36	69.2
848	2009/04/09	01:13:37	72.9
849	2009/04/09	01:13:38	75.7
850	2009/04/09	01:13:39	77.8
851	2009/04/09	01:13:40	78.4
852	2009/04/09	01:13:41	73.6
853	2009/04/09	01:13:42	67.4
854	2009/04/09	01:13:43	67.4
855	2009/04/09	01:13:44	69.8
856	2009/04/09	01:13:45	71.1
857	2009/04/09	01:13:46	69.5
858	2009/04/09	01:13:47	65.8
859	2009/04/09	01:13:48	66.6
860	2009/04/09	01:13:49	68.2
861	2009/04/09	01:13:50	69.9
862	2009/04/09	01:13:51	70.4
863	2009/04/09	01:13:52	66.3
864	2009/04/09	01:13:53	66.1
865	2009/04/09	01:13:54	68.8
866	2009/04/09	01:13:55	68.4
867	2009/04/09	01:13:56	64.9
868	2009/04/09	01:13:57	59.7
869	2009/04/09	01:13:58	57.7
870	2009/04/09	01:13:59	56.4
871	2009/04/09	01:14:00	56.1
872	2009/04/09	01:14:01	56.4
873	2009/04/09	01:14:02	55.9
874	2009/04/09	01:14:03	56.3
875	2009/04/09	01:14:04	56.1
876	2009/04/09	01:14:05	57.0
877	2009/04/09	01:14:06	55.5

878	2009/04/09	01:14:07	56.0
879	2009/04/09	01:14:08	54.9
880	2009/04/09	01:14:09	55.0
881	2009/04/09	01:14:10	55.4
882	2009/04/09	01:14:11	56.4
883	2009/04/09	01:14:12	56.2
884	2009/04/09	01:14:13	55.8
885	2009/04/09	01:14:14	57.0
886	2009/04/09	01:14:15	56.5
887	2009/04/09	01:14:16	59.2
888	2009/04/09	01:14:17	58.9
889	2009/04/09	01:14:18	60.0
890	2009/04/09	01:14:19	63.0
891	2009/04/09	01:14:20	67.2
892	2009/04/09	01:14:21	68.6
893	2009/04/09	01:14:22	69.9
894	2009/04/09	01:14:23	70.5
895	2009/04/09	01:14:24	68.3
896	2009/04/09	01:14:25	66.5
897	2009/04/09	01:14:26	68.1
898	2009/04/09	01:14:27	68.1
899	2009/04/09	01:14:28	68.2
900	2009/04/09	01:14:29	67.5
901	2009/04/09	01:14:30	68.1
902	2009/04/09	01:14:31	68.8
903	2009/04/09	01:14:32	67.4
904	2009/04/09	01:14:33	69.4
905	2009/04/09	01:14:34	70.8
906	2009/04/09	01:14:35	72.0
907	2009/04/09	01:14:36	73.6
908	2009/04/09	01:14:37	68.6
909	2009/04/09	01:14:38	68.9
910	2009/04/09	01:14:39	69.5
911	2009/04/09	01:14:40	70.3
912	2009/04/09	01:14:41	70.1
913	2009/04/09	01:14:42	70.1
914	2009/04/09	01:14:43	69.1
915	2009/04/09	01:14:44	63.1
916	2009/04/09	01:14:45	60.4
917	2009/04/09	01:14:46	59.5
918	2009/04/09	01:14:47	59.0
919	2009/04/09	01:14:48	58.3
920	2009/04/09	01:14:49	58.8
921	2009/04/09	01:14:50	57.1
922	2009/04/09	01:14:51	59.2
923	2009/04/09	01:14:52	61.2
924	2009/04/09	01:14:53	62.3
925	2009/04/09	01:14:54	64.5
926	2009/04/09	01:14:55	67.8
927	2009/04/09	01:14:56	71.8
928	2009/04/09	01:14:57	72.6
929	2009/04/09	01:14:58	71.1
930	2009/04/09	01:14:59	62.1
931	2009/04/09	01:15:00	61.0
932	2009/04/09	01:15:01	61.8
933	2009/04/09	01:15:02	64.8
934	2009/04/09	01:15:03	67.9
935	2009/04/09	01:15:04	69.8
936	2009/04/09	01:15:05	71.2
937	2009/04/09	01:15:06	71.2
938	2009/04/09	01:15:07	70.2
939	2009/04/09	01:15:08	66.2
940	2009/04/09	01:15:09	61.4
941	2009/04/09	01:15:10	58.0
942	2009/04/09	01:15:11	57.7
943	2009/04/09	01:15:12	58.1
944	2009/04/09	01:15:13	55.9
945	2009/04/09	01:15:14	55.5
946	2009/04/09	01:15:15	55.7
947	2009/04/09	01:15:16	55.0
948	2009/04/09	01:15:17	54.6
949	2009/04/09	01:15:18	54.6
950	2009/04/09	01:15:19	54.0
951	2009/04/09	01:15:20	53.9
952	2009/04/09	01:15:21	53.8
953	2009/04/09	01:15:22	54.1
954	2009/04/09	01:15:23	53.5
955	2009/04/09	01:15:24	53.1
956	2009/04/09	01:15:25	53.3
957	2009/04/09	01:15:26	54.4
958	2009/04/09	01:15:27	54.6
959	2009/04/09	01:15:28	54.3
960	2009/04/09	01:15:29	54.3
961	2009/04/09	01:15:30	57.8
962	2009/04/09	01:15:31	56.3
963	2009/04/09	01:15:32	56.8
964	2009/04/09	01:15:33	56.6
965	2009/04/09	01:15:34	57.5
966	2009/04/09	01:15:35	58.2

Noise Measurement #2

- Freq Weight : A
- Time Weight : FAST
- Level Range : 50-110
- Max dB : 84.2 - 2009/04/09 00:42:05
- Level Range : 50-110
- SEL : 97.1
- Leq : 67.6
-

No.s	Date Time	(dB)
1	2009/04/09 00:35:47	66.8
2	2009/04/09 00:35:48	66.8
3	2009/04/09 00:35:49	66.4
4	2009/04/09 00:35:50	66.2
5	2009/04/09 00:35:51	66.5
6	2009/04/09 00:35:52	67.1
7	2009/04/09 00:35:53	66.8
8	2009/04/09 00:35:54	66.8
9	2009/04/09 00:35:55	66.3
10	2009/04/09 00:35:56	65.1
11	2009/04/09 00:35:57	65.4
12	2009/04/09 00:35:58	65.2
13	2009/04/09 00:35:59	65.2
14	2009/04/09 00:36:00	65.2
15	2009/04/09 00:36:01	65.1
16	2009/04/09 00:36:02	65.1
17	2009/04/09 00:36:03	64.5
18	2009/04/09 00:36:04	64.6
19	2009/04/09 00:36:05	65.0
20	2009/04/09 00:36:06	65.3
21	2009/04/09 00:36:07	65.2
22	2009/04/09 00:36:08	65.3
23	2009/04/09 00:36:09	65.7
24	2009/04/09 00:36:10	65.3
25	2009/04/09 00:36:11	66.8
26	2009/04/09 00:36:12	66.5
27	2009/04/09 00:36:13	66.1
28	2009/04/09 00:36:14	66.3
29	2009/04/09 00:36:15	66.0
30	2009/04/09 00:36:16	71.3
31	2009/04/09 00:36:17	65.8
32	2009/04/09 00:36:18	65.4
33	2009/04/09 00:36:19	65.9
34	2009/04/09 00:36:20	66.2
35	2009/04/09 00:36:21	65.3
36	2009/04/09 00:36:22	64.6
37	2009/04/09 00:36:23	64.6
38	2009/04/09 00:36:24	65.0
39	2009/04/09 00:36:25	65.0
40	2009/04/09 00:36:26	66.5
41	2009/04/09 00:36:27	68.3
42	2009/04/09 00:36:28	70.2
43	2009/04/09 00:36:29	67.9
44	2009/04/09 00:36:30	65.7
45	2009/04/09 00:36:31	64.9
46	2009/04/09 00:36:32	64.7
47	2009/04/09 00:36:33	71.6
48	2009/04/09 00:36:34	68.3
49	2009/04/09 00:36:35	67.5
50	2009/04/09 00:36:36	71.6
51	2009/04/09 00:36:37	69.1
52	2009/04/09 00:36:38	69.1
53	2009/04/09 00:36:39	69.3
54	2009/04/09 00:36:40	68.3
55	2009/04/09 00:36:41	68.8
56	2009/04/09 00:36:42	68.2
57	2009/04/09 00:36:43	69.8
58	2009/04/09 00:36:44	72.1
59	2009/04/09 00:36:45	73.8
60	2009/04/09 00:36:46	74.8
61	2009/04/09 00:36:47	74.4
62	2009/04/09 00:36:48	71.9
63	2009/04/09 00:36:49	69.7
64	2009/04/09 00:36:50	68.2
65	2009/04/09 00:36:51	67.5
66	2009/04/09 00:36:52	67.7
67	2009/04/09 00:36:53	64.6
68	2009/04/09 00:36:54	64.3
69	2009/04/09 00:36:55	65.0
70	2009/04/09 00:36:56	64.9
71	2009/04/09 00:36:57	64.4
72	2009/04/09 00:36:58	63.4
73	2009/04/09 00:36:59	62.8
74	2009/04/09 00:37:00	62.7
75	2009/04/09 00:37:01	62.4
76	2009/04/09 00:37:02	60.2
77	2009/04/09 00:37:03	59.0
78	2009/04/09 00:37:04	61.0
79	2009/04/09 00:37:05	60.6
80	2009/04/09 00:37:06	60.3
81	2009/04/09 00:37:07	60.2
82	2009/04/09 00:37:08	60.7
83	2009/04/09 00:37:09	61.3
84	2009/04/09 00:37:10	63.6
85	2009/04/09 00:37:11	63.9

86	2009/04/09	00:37:12	65.2
87	2009/04/09	00:37:13	69.9
88	2009/04/09	00:37:14	72.7
89	2009/04/09	00:37:15	73.6
90	2009/04/09	00:37:16	69.6
91	2009/04/09	00:37:17	67.9
92	2009/04/09	00:37:18	67.7
93	2009/04/09	00:37:19	64.6
94	2009/04/09	00:37:20	63.4
95	2009/04/09	00:37:21	64.1
96	2009/04/09	00:37:22	64.7
97	2009/04/09	00:37:23	64.7
98	2009/04/09	00:37:24	68.1
99	2009/04/09	00:37:25	64.1
100	2009/04/09	00:37:26	61.3
101	2009/04/09	00:37:27	62.2
102	2009/04/09	00:37:28	60.9
103	2009/04/09	00:37:29	61.2
104	2009/04/09	00:37:30	61.6
105	2009/04/09	00:37:31	63.2
106	2009/04/09	00:37:32	62.6
107	2009/04/09	00:37:33	63.3
108	2009/04/09	00:37:34	64.9
109	2009/04/09	00:37:35	64.9
110	2009/04/09	00:37:36	64.3
111	2009/04/09	00:37:37	63.5
112	2009/04/09	00:37:38	60.7
113	2009/04/09	00:37:39	60.1
114	2009/04/09	00:37:40	59.2
115	2009/04/09	00:37:41	59.2
116	2009/04/09	00:37:42	58.5
117	2009/04/09	00:37:43	58.3
118	2009/04/09	00:37:44	58.1
119	2009/04/09	00:37:45	58.7
120	2009/04/09	00:37:46	58.0
121	2009/04/09	00:37:47	58.1
122	2009/04/09	00:37:48	59.7
123	2009/04/09	00:37:49	60.1
124	2009/04/09	00:37:50	60.5
125	2009/04/09	00:37:51	62.6
126	2009/04/09	00:37:52	62.4
127	2009/04/09	00:37:53	60.9
128	2009/04/09	00:37:54	60.9
129	2009/04/09	00:37:55	59.6
130	2009/04/09	00:37:56	59.7
131	2009/04/09	00:37:57	61.5
132	2009/04/09	00:37:58	64.1
133	2009/04/09	00:37:59	69.8
134	2009/04/09	00:38:00	72.0
135	2009/04/09	00:38:01	70.5
136	2009/04/09	00:38:02	65.4
137	2009/04/09	00:38:03	63.0
138	2009/04/09	00:38:04	61.8
139	2009/04/09	00:38:05	60.8
140	2009/04/09	00:38:06	59.6
141	2009/04/09	00:38:07	60.9
142	2009/04/09	00:38:08	62.2
143	2009/04/09	00:38:09	61.9
144	2009/04/09	00:38:10	61.0
145	2009/04/09	00:38:11	63.8
146	2009/04/09	00:38:12	63.0
147	2009/04/09	00:38:13	63.1
148	2009/04/09	00:38:14	65.1
149	2009/04/09	00:38:15	67.5
150	2009/04/09	00:38:16	69.6
151	2009/04/09	00:38:17	71.2
152	2009/04/09	00:38:18	69.1
153	2009/04/09	00:38:19	68.6
154	2009/04/09	00:38:20	67.5
155	2009/04/09	00:38:21	66.7
156	2009/04/09	00:38:22	64.8
157	2009/04/09	00:38:23	63.5
158	2009/04/09	00:38:24	63.0
159	2009/04/09	00:38:25	63.2
160	2009/04/09	00:38:26	62.2
161	2009/04/09	00:38:27	60.9
162	2009/04/09	00:38:28	60.2
163	2009/04/09	00:38:29	62.5
164	2009/04/09	00:38:30	61.1
165	2009/04/09	00:38:31	60.5
166	2009/04/09	00:38:32	58.9
167	2009/04/09	00:38:33	58.1
168	2009/04/09	00:38:34	57.8
169	2009/04/09	00:38:35	58.7
170	2009/04/09	00:38:36	58.6
171	2009/04/09	00:38:37	58.0
172	2009/04/09	00:38:38	59.8
173	2009/04/09	00:38:39	62.2
174	2009/04/09	00:38:40	64.2
175	2009/04/09	00:38:41	68.4
176	2009/04/09	00:38:42	70.9
177	2009/04/09	00:38:43	72.3
178	2009/04/09	00:38:44	74.0
179	2009/04/09	00:38:45	73.9
180	2009/04/09	00:38:46	73.4
181	2009/04/09	00:38:47	69.7
182	2009/04/09	00:38:48	69.7
183	2009/04/09	00:38:49	70.8
184	2009/04/09	00:38:50	72.6

185	2009/04/09	00:38:51	73.4
186	2009/04/09	00:38:52	73.9
187	2009/04/09	00:38:53	73.6
188	2009/04/09	00:38:54	71.7
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190	2009/04/09	00:38:56	73.0
191	2009/04/09	00:38:57	72.0
192	2009/04/09	00:38:58	70.9
193	2009/04/09	00:38:59	70.3
194	2009/04/09	00:39:00	70.2
195	2009/04/09	00:39:01	70.1
196	2009/04/09	00:39:02	66.8
197	2009/04/09	00:39:03	63.9
198	2009/04/09	00:39:04	62.3
199	2009/04/09	00:39:05	62.0
200	2009/04/09	00:39:06	62.8
201	2009/04/09	00:39:07	61.6
202	2009/04/09	00:39:08	62.9
203	2009/04/09	00:39:09	61.7
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217	2009/04/09	00:39:23	57.1
218	2009/04/09	00:39:24	56.7
219	2009/04/09	00:39:25	56.3
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221	2009/04/09	00:39:27	56.7
222	2009/04/09	00:39:28	57.1
223	2009/04/09	00:39:29	57.7
224	2009/04/09	00:39:30	58.4
225	2009/04/09	00:39:31	57.5
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227	2009/04/09	00:39:33	57.9
228	2009/04/09	00:39:34	59.3
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233	2009/04/09	00:39:39	59.4
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235	2009/04/09	00:39:41	61.1
236	2009/04/09	00:39:42	62.3
237	2009/04/09	00:39:43	65.0
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239	2009/04/09	00:39:45	64.0
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241	2009/04/09	00:39:47	65.3
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243	2009/04/09	00:39:49	70.8
244	2009/04/09	00:39:50	72.4
245	2009/04/09	00:39:51	71.0
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615	2009/04/09	00:46:01	73.3
616	2009/04/09	00:46:02	71.4
617	2009/04/09	00:46:03	67.6
618	2009/04/09	00:46:04	66.6
619	2009/04/09	00:46:05	65.0
620	2009/04/09	00:46:06	65.3
621	2009/04/09	00:46:07	63.2
622	2009/04/09	00:46:08	61.5
623	2009/04/09	00:46:09	61.6
624	2009/04/09	00:46:10	59.7
625	2009/04/09	00:46:11	59.5
626	2009/04/09	00:46:12	60.0
627	2009/04/09	00:46:13	61.2
628	2009/04/09	00:46:14	63.8
629	2009/04/09	00:46:15	66.4
630	2009/04/09	00:46:16	69.0
631	2009/04/09	00:46:17	69.4
632	2009/04/09	00:46:18	68.9
633	2009/04/09	00:46:19	70.9
634	2009/04/09	00:46:20	69.9
635	2009/04/09	00:46:21	65.0
636	2009/04/09	00:46:22	66.4
637	2009/04/09	00:46:23	65.0
638	2009/04/09	00:46:24	63.7
639	2009/04/09	00:46:25	61.0
640	2009/04/09	00:46:26	57.8
641	2009/04/09	00:46:27	58.4
642	2009/04/09	00:46:28	57.5
643	2009/04/09	00:46:29	57.4
644	2009/04/09	00:46:30	57.6
645	2009/04/09	00:46:31	57.2
646	2009/04/09	00:46:32	57.4
647	2009/04/09	00:46:33	57.0
648	2009/04/09	00:46:34	56.9
649	2009/04/09	00:46:35	56.5
650	2009/04/09	00:46:36	57.0
651	2009/04/09	00:46:37	56.1
652	2009/04/09	00:46:38	55.8
653	2009/04/09	00:46:39	57.1
654	2009/04/09	00:46:40	56.1
655	2009/04/09	00:46:41	57.0
656	2009/04/09	00:46:42	57.5
657	2009/04/09	00:46:43	58.8
658	2009/04/09	00:46:44	57.4
659	2009/04/09	00:46:45	58.5
660	2009/04/09	00:46:46	57.1
661	2009/04/09	00:46:47	56.8
662	2009/04/09	00:46:48	58.5
663	2009/04/09	00:46:49	58.2
664	2009/04/09	00:46:50	58.4
665	2009/04/09	00:46:51	58.4
666	2009/04/09	00:46:52	59.4
667	2009/04/09	00:46:53	60.4
668	2009/04/09	00:46:54	60.8
669	2009/04/09	00:46:55	61.5
670	2009/04/09	00:46:56	62.3
671	2009/04/09	00:46:57	62.3
672	2009/04/09	00:46:58	60.8
673	2009/04/09	00:46:59	60.4
674	2009/04/09	00:47:00	59.3
675	2009/04/09	00:47:01	60.1
676	2009/04/09	00:47:02	61.4
677	2009/04/09	00:47:03	63.9
678	2009/04/09	00:47:04	65.8
679	2009/04/09	00:47:05	66.5

680	2009/04/09	00:47:06	66.4
681	2009/04/09	00:47:07	63.3
682	2009/04/09	00:47:08	60.5
683	2009/04/09	00:47:09	59.8
684	2009/04/09	00:47:10	60.9
685	2009/04/09	00:47:11	63.0
686	2009/04/09	00:47:12	64.9
687	2009/04/09	00:47:13	68.3
688	2009/04/09	00:47:14	72.0
689	2009/04/09	00:47:15	73.1
690	2009/04/09	00:47:16	75.8
691	2009/04/09	00:47:17	75.0
692	2009/04/09	00:47:18	74.2
693	2009/04/09	00:47:19	73.0
694	2009/04/09	00:47:20	71.4
695	2009/04/09	00:47:21	68.8
696	2009/04/09	00:47:22	67.2
697	2009/04/09	00:47:23	66.7
698	2009/04/09	00:47:24	66.2
699	2009/04/09	00:47:25	61.8
700	2009/04/09	00:47:26	62.4
701	2009/04/09	00:47:27	63.9
702	2009/04/09	00:47:28	64.1
703	2009/04/09	00:47:29	63.7
704	2009/04/09	00:47:30	63.2
705	2009/04/09	00:47:31	65.5
706	2009/04/09	00:47:32	63.8
707	2009/04/09	00:47:33	63.7
708	2009/04/09	00:47:34	61.8
709	2009/04/09	00:47:35	60.9
710	2009/04/09	00:47:36	60.3
711	2009/04/09	00:47:37	60.1
712	2009/04/09	00:47:38	60.6
713	2009/04/09	00:47:39	60.9
714	2009/04/09	00:47:40	62.8
715	2009/04/09	00:47:41	63.2
716	2009/04/09	00:47:42	63.9
717	2009/04/09	00:47:43	63.1
718	2009/04/09	00:47:44	63.3
719	2009/04/09	00:47:45	63.2
720	2009/04/09	00:47:46	63.2
721	2009/04/09	00:47:47	63.6
722	2009/04/09	00:47:48	62.6
723	2009/04/09	00:47:49	61.4
724	2009/04/09	00:47:50	59.9
725	2009/04/09	00:47:51	59.3
726	2009/04/09	00:47:52	59.0
727	2009/04/09	00:47:53	59.5
728	2009/04/09	00:47:54	62.9
729	2009/04/09	00:47:55	66.8
730	2009/04/09	00:47:56	74.2
731	2009/04/09	00:47:57	73.8
732	2009/04/09	00:47:58	73.9
733	2009/04/09	00:47:59	74.1
734	2009/04/09	00:48:00	71.9
735	2009/04/09	00:48:01	71.7
736	2009/04/09	00:48:02	69.8
737	2009/04/09	00:48:03	67.9
738	2009/04/09	00:48:04	70.4
739	2009/04/09	00:48:05	72.1
740	2009/04/09	00:48:06	70.8
741	2009/04/09	00:48:07	68.7
742	2009/04/09	00:48:08	67.3
743	2009/04/09	00:48:09	67.3
744	2009/04/09	00:48:10	64.4
745	2009/04/09	00:48:11	66.1
746	2009/04/09	00:48:12	69.2
747	2009/04/09	00:48:13	68.7
748	2009/04/09	00:48:14	65.8
749	2009/04/09	00:48:15	64.9
750	2009/04/09	00:48:16	67.1
751	2009/04/09	00:48:17	67.3
752	2009/04/09	00:48:18	65.2
753	2009/04/09	00:48:19	63.4
754	2009/04/09	00:48:20	67.9
755	2009/04/09	00:48:21	71.7
756	2009/04/09	00:48:22	74.5
757	2009/04/09	00:48:23	73.1
758	2009/04/09	00:48:24	67.3
759	2009/04/09	00:48:25	63.3
760	2009/04/09	00:48:26	60.2
761	2009/04/09	00:48:27	58.8
762	2009/04/09	00:48:28	58.5
763	2009/04/09	00:48:29	57.0
764	2009/04/09	00:48:30	56.7
765	2009/04/09	00:48:31	56.1
766	2009/04/09	00:48:32	56.4
767	2009/04/09	00:48:33	56.9
768	2009/04/09	00:48:34	57.8
769	2009/04/09	00:48:35	58.9
770	2009/04/09	00:48:36	61.0
771	2009/04/09	00:48:37	63.9
772	2009/04/09	00:48:38	65.6
773	2009/04/09	00:48:39	65.8
774	2009/04/09	00:48:40	65.2
775	2009/04/09	00:48:41	63.3
776	2009/04/09	00:48:42	61.1
777	2009/04/09	00:48:43	60.9
778	2009/04/09	00:48:44	60.5

779	2009/04/09	00:48:45	61.2
780	2009/04/09	00:48:46	60.3
781	2009/04/09	00:48:47	61.5
782	2009/04/09	00:48:48	62.6
783	2009/04/09	00:48:49	62.1
784	2009/04/09	00:48:50	61.4
785	2009/04/09	00:48:51	60.6
786	2009/04/09	00:48:52	60.0
787	2009/04/09	00:48:53	60.0
788	2009/04/09	00:48:54	59.5
789	2009/04/09	00:48:55	61.5
790	2009/04/09	00:48:56	60.8
791	2009/04/09	00:48:57	63.2
792	2009/04/09	00:48:58	64.5
793	2009/04/09	00:48:59	70.5
794	2009/04/09	00:49:00	70.0
795	2009/04/09	00:49:01	68.9
796	2009/04/09	00:49:02	65.9
797	2009/04/09	00:49:03	63.0
798	2009/04/09	00:49:04	61.5
799	2009/04/09	00:49:05	61.2
800	2009/04/09	00:49:06	61.4
801	2009/04/09	00:49:07	61.8
802	2009/04/09	00:49:08	61.7
803	2009/04/09	00:49:09	62.1
804	2009/04/09	00:49:10	61.8
805	2009/04/09	00:49:11	61.9
806	2009/04/09	00:49:12	63.8
807	2009/04/09	00:49:13	69.1
808	2009/04/09	00:49:14	73.6
809	2009/04/09	00:49:15	73.2
810	2009/04/09	00:49:16	72.8
811	2009/04/09	00:49:17	69.5
812	2009/04/09	00:49:18	68.4
813	2009/04/09	00:49:19	66.6
814	2009/04/09	00:49:20	66.6
815	2009/04/09	00:49:21	68.6
816	2009/04/09	00:49:22	67.5
817	2009/04/09	00:49:23	67.6
818	2009/04/09	00:49:24	69.4
819	2009/04/09	00:49:25	69.4
820	2009/04/09	00:49:26	67.5
821	2009/04/09	00:49:27	68.3
822	2009/04/09	00:49:28	69.4
823	2009/04/09	00:49:29	68.4
824	2009/04/09	00:49:30	67.9
825	2009/04/09	00:49:31	65.9
826	2009/04/09	00:49:32	62.4
827	2009/04/09	00:49:33	60.0
828	2009/04/09	00:49:34	60.3
829	2009/04/09	00:49:35	59.1
830	2009/04/09	00:49:36	59.7
831	2009/04/09	00:49:37	59.0
832	2009/04/09	00:49:38	59.4
833	2009/04/09	00:49:39	59.6
834	2009/04/09	00:49:40	59.3
835	2009/04/09	00:49:41	59.4
836	2009/04/09	00:49:42	60.4
837	2009/04/09	00:49:43	60.5
838	2009/04/09	00:49:44	62.6
839	2009/04/09	00:49:45	61.6
840	2009/04/09	00:49:46	61.0
841	2009/04/09	00:49:47	59.2
842	2009/04/09	00:49:48	59.4
843	2009/04/09	00:49:49	58.8
844	2009/04/09	00:49:50	59.8
845	2009/04/09	00:49:51	60.0
846	2009/04/09	00:49:52	60.5
847	2009/04/09	00:49:53	62.0
848	2009/04/09	00:49:54	64.4
849	2009/04/09	00:49:55	72.0
850	2009/04/09	00:49:56	73.8
851	2009/04/09	00:49:57	72.8
852	2009/04/09	00:49:58	69.6
853	2009/04/09	00:49:59	69.0
854	2009/04/09	00:50:00	69.0
855	2009/04/09	00:50:01	70.6
856	2009/04/09	00:50:02	71.1
857	2009/04/09	00:50:03	69.0
858	2009/04/09	00:50:04	68.2
859	2009/04/09	00:50:05	66.9
860	2009/04/09	00:50:06	67.6
861	2009/04/09	00:50:07	71.1
862	2009/04/09	00:50:08	74.4
863	2009/04/09	00:50:09	74.2
864	2009/04/09	00:50:10	76.5
865	2009/04/09	00:50:11	76.2
866	2009/04/09	00:50:12	73.7
867	2009/04/09	00:50:13	72.8
868	2009/04/09	00:50:14	69.2
869	2009/04/09	00:50:15	67.4
870	2009/04/09	00:50:16	65.9
871	2009/04/09	00:50:17	64.7
872	2009/04/09	00:50:18	62.8
873	2009/04/09	00:50:19	63.1
874	2009/04/09	00:50:20	63.4
875	2009/04/09	00:50:21	65.7
876	2009/04/09	00:50:22	67.7
877	2009/04/09	00:50:23	68.4

878	2009/04/09	00:50:24	68.2
879	2009/04/09	00:50:25	66.7
880	2009/04/09	00:50:26	65.7
881	2009/04/09	00:50:27	64.7
882	2009/04/09	00:50:28	64.0
883	2009/04/09	00:50:29	62.3
884	2009/04/09	00:50:30	62.8
885	2009/04/09	00:50:31	64.9
886	2009/04/09	00:50:32	68.6
887	2009/04/09	00:50:33	71.5
888	2009/04/09	00:50:34	70.0
889	2009/04/09	00:50:35	66.5
890	2009/04/09	00:50:36	63.9
891	2009/04/09	00:50:37	62.8
892	2009/04/09	00:50:38	62.7
893	2009/04/09	00:50:39	63.5
894	2009/04/09	00:50:40	64.5
895	2009/04/09	00:50:41	65.6
896	2009/04/09	00:50:42	67.3
897	2009/04/09	00:50:43	69.8
898	2009/04/09	00:50:44	70.1
899	2009/04/09	00:50:45	68.6
900	2009/04/09	00:50:46	66.0

Noise Measurement #3

- Freq Weight : A
- Time Weight : FAST
- Level Range : 50-110
- Max dB : 90.4 - 2009/04/09 00:21:24
- Level Range : 50-110
- SEL : 104.2
- Leq : 74.7
-

No.s	Date Time	(dB)
1	2009/04/09 00:15:47	70.0
2	2009/04/09 00:15:48	68.7
3	2009/04/09 00:15:49	67.2
4	2009/04/09 00:15:50	66.1
5	2009/04/09 00:15:51	65.1
6	2009/04/09 00:15:52	62.9
7	2009/04/09 00:15:53	62.9
8	2009/04/09 00:15:54	61.7
9	2009/04/09 00:15:55	60.1
10	2009/04/09 00:15:56	59.4
11	2009/04/09 00:15:57	59.2
12	2009/04/09 00:15:58	59.4
13	2009/04/09 00:15:59	60.4
14	2009/04/09 00:16:00	61.3
15	2009/04/09 00:16:01	61.6
16	2009/04/09 00:16:02	61.9
17	2009/04/09 00:16:03	62.7
18	2009/04/09 00:16:04	63.8
19	2009/04/09 00:16:05	65.7
20	2009/04/09 00:16:06	68.7
21	2009/04/09 00:16:07	70.8
22	2009/04/09 00:16:08	71.0
23	2009/04/09 00:16:09	72.7
24	2009/04/09 00:16:10	75.4
25	2009/04/09 00:16:11	77.4
26	2009/04/09 00:16:12	75.6
27	2009/04/09 00:16:13	75.9
28	2009/04/09 00:16:14	74.6
29	2009/04/09 00:16:15	73.8
30	2009/04/09 00:16:16	73.8
31	2009/04/09 00:16:17	75.5
32	2009/04/09 00:16:18	80.6
33	2009/04/09 00:16:19	78.1
34	2009/04/09 00:16:20	75.3
35	2009/04/09 00:16:21	74.3
36	2009/04/09 00:16:22	72.6
37	2009/04/09 00:16:23	70.2
38	2009/04/09 00:16:24	69.7
39	2009/04/09 00:16:25	68.2
40	2009/04/09 00:16:26	65.1
41	2009/04/09 00:16:27	65.1
42	2009/04/09 00:16:28	63.6
43	2009/04/09 00:16:29	63.4
44	2009/04/09 00:16:30	64.2
45	2009/04/09 00:16:31	66.7
46	2009/04/09 00:16:32	67.2
47	2009/04/09 00:16:33	66.1
48	2009/04/09 00:16:34	64.8
49	2009/04/09 00:16:35	64.0
50	2009/04/09 00:16:36	64.6
51	2009/04/09 00:16:37	65.7
52	2009/04/09 00:16:38	64.8
53	2009/04/09 00:16:39	65.0
54	2009/04/09 00:16:40	64.7
55	2009/04/09 00:16:41	66.3
56	2009/04/09 00:16:42	65.1
57	2009/04/09 00:16:43	63.2
58	2009/04/09 00:16:44	63.5
59	2009/04/09 00:16:45	62.9
60	2009/04/09 00:16:46	65.5
61	2009/04/09 00:16:47	65.0
62	2009/04/09 00:16:48	63.2
63	2009/04/09 00:16:49	63.9
64	2009/04/09 00:16:50	65.2
65	2009/04/09 00:16:51	65.2
66	2009/04/09 00:16:52	66.8
67	2009/04/09 00:16:53	69.5
68	2009/04/09 00:16:54	74.5
69	2009/04/09 00:16:55	75.4
70	2009/04/09 00:16:56	76.8
71	2009/04/09 00:16:57	74.4
72	2009/04/09 00:16:58	73.0
73	2009/04/09 00:16:59	71.6
74	2009/04/09 00:17:00	70.3
75	2009/04/09 00:17:01	70.9
76	2009/04/09 00:17:02	71.1
77	2009/04/09 00:17:03	70.0
78	2009/04/09 00:17:04	71.2
79	2009/04/09 00:17:05	72.3
80	2009/04/09 00:17:06	74.5
81	2009/04/09 00:17:07	76.6
82	2009/04/09 00:17:08	80.0
83	2009/04/09 00:17:09	78.3
84	2009/04/09 00:17:10	73.3
85	2009/04/09 00:17:11	73.3

86	2009/04/09	00:17:12	77.7
87	2009/04/09	00:17:13	80.4
88	2009/04/09	00:17:14	78.8
89	2009/04/09	00:17:15	72.3
90	2009/04/09	00:17:16	73.1
91	2009/04/09	00:17:17	75.9
92	2009/04/09	00:17:18	72.9
93	2009/04/09	00:17:19	71.0
94	2009/04/09	00:17:20	72.5
95	2009/04/09	00:17:21	73.4
96	2009/04/09	00:17:22	72.2
97	2009/04/09	00:17:23	69.0
98	2009/04/09	00:17:24	65.8
99	2009/04/09	00:17:25	63.9
100	2009/04/09	00:17:26	63.6
101	2009/04/09	00:17:27	66.7
102	2009/04/09	00:17:28	67.4
103	2009/04/09	00:17:29	74.2
104	2009/04/09	00:17:30	73.8
105	2009/04/09	00:17:31	74.6
106	2009/04/09	00:17:32	74.3
107	2009/04/09	00:17:33	70.6
108	2009/04/09	00:17:34	68.5
109	2009/04/09	00:17:35	66.2
110	2009/04/09	00:17:36	75.4
111	2009/04/09	00:17:37	70.8
112	2009/04/09	00:17:38	74.5
113	2009/04/09	00:17:39	75.9
114	2009/04/09	00:17:40	72.1
115	2009/04/09	00:17:41	76.0
116	2009/04/09	00:17:42	75.4
117	2009/04/09	00:17:43	75.2
118	2009/04/09	00:17:44	73.6
119	2009/04/09	00:17:45	73.9
120	2009/04/09	00:17:46	76.1
121	2009/04/09	00:17:47	73.2
122	2009/04/09	00:17:48	72.1
123	2009/04/09	00:17:49	71.3
124	2009/04/09	00:17:50	72.0
125	2009/04/09	00:17:51	72.3
126	2009/04/09	00:17:52	72.6
127	2009/04/09	00:17:53	71.8
128	2009/04/09	00:17:54	72.1
129	2009/04/09	00:17:55	71.1
130	2009/04/09	00:17:56	71.7
131	2009/04/09	00:17:57	72.8
132	2009/04/09	00:17:58	72.2
133	2009/04/09	00:17:59	69.5
134	2009/04/09	00:18:00	67.0
135	2009/04/09	00:18:01	65.7
136	2009/04/09	00:18:02	65.6
137	2009/04/09	00:18:03	64.2
138	2009/04/09	00:18:04	64.5
139	2009/04/09	00:18:05	63.0
140	2009/04/09	00:18:06	64.5
141	2009/04/09	00:18:07	63.2
142	2009/04/09	00:18:08	64.6
143	2009/04/09	00:18:09	66.5
144	2009/04/09	00:18:10	67.9
145	2009/04/09	00:18:11	67.1
146	2009/04/09	00:18:12	68.6
147	2009/04/09	00:18:13	69.1
148	2009/04/09	00:18:14	67.9
149	2009/04/09	00:18:15	68.0
150	2009/04/09	00:18:16	67.6
151	2009/04/09	00:18:17	67.5
152	2009/04/09	00:18:18	79.6
153	2009/04/09	00:18:19	70.8
154	2009/04/09	00:18:20	73.3
155	2009/04/09	00:18:21	72.2
156	2009/04/09	00:18:22	72.6
157	2009/04/09	00:18:23	74.4
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159	2009/04/09	00:18:25	78.8
160	2009/04/09	00:18:26	76.0
161	2009/04/09	00:18:27	74.7
162	2009/04/09	00:18:28	76.4
163	2009/04/09	00:18:29	77.5
164	2009/04/09	00:18:30	79.2
165	2009/04/09	00:18:31	78.5
166	2009/04/09	00:18:32	81.0
167	2009/04/09	00:18:33	82.1
168	2009/04/09	00:18:34	79.4
169	2009/04/09	00:18:35	80.8
170	2009/04/09	00:18:36	83.8
171	2009/04/09	00:18:37	81.6
172	2009/04/09	00:18:38	85.2
173	2009/04/09	00:18:39	88.1
174	2009/04/09	00:18:40	88.2
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178	2009/04/09	00:18:44	74.4
179	2009/04/09	00:18:45	72.9
180	2009/04/09	00:18:46	70.7
181	2009/04/09	00:18:47	69.1
182	2009/04/09	00:18:48	69.1
183	2009/04/09	00:18:49	71.9
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185	2009/04/09	00:18:51	71.8
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187	2009/04/09	00:18:53	69.6
188	2009/04/09	00:18:54	69.2
189	2009/04/09	00:18:55	69.5
190	2009/04/09	00:18:56	69.4
191	2009/04/09	00:18:57	67.7
192	2009/04/09	00:18:58	67.8
193	2009/04/09	00:18:59	67.5
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195	2009/04/09	00:19:01	72.7
196	2009/04/09	00:19:02	72.5
197	2009/04/09	00:19:03	71.9
198	2009/04/09	00:19:04	73.7
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202	2009/04/09	00:19:08	77.4
203	2009/04/09	00:19:09	79.5
204	2009/04/09	00:19:10	78.8
205	2009/04/09	00:19:11	77.8
206	2009/04/09	00:19:12	76.9
207	2009/04/09	00:19:13	79.3
208	2009/04/09	00:19:14	82.5
209	2009/04/09	00:19:15	80.8
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221	2009/04/09	00:19:27	70.9
222	2009/04/09	00:19:28	68.8
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226	2009/04/09	00:19:32	77.0
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228	2009/04/09	00:19:34	74.0
229	2009/04/09	00:19:35	74.5
230	2009/04/09	00:19:36	75.5
231	2009/04/09	00:19:37	72.9
232	2009/04/09	00:19:38	72.9
233	2009/04/09	00:19:39	75.6
234	2009/04/09	00:19:40	74.8
235	2009/04/09	00:19:41	77.1
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237	2009/04/09	00:19:43	77.8
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239	2009/04/09	00:19:45	80.3
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270	2009/04/09	00:20:16	72.5
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568	2009/04/09	00:25:14	75.2
569	2009/04/09	00:25:15	75.6
570	2009/04/09	00:25:16	80.5
571	2009/04/09	00:25:17	72.2
572	2009/04/09	00:25:18	68.0
573	2009/04/09	00:25:19	65.2
574	2009/04/09	00:25:20	63.5
575	2009/04/09	00:25:21	61.9
576	2009/04/09	00:25:22	61.1
577	2009/04/09	00:25:23	62.1
578	2009/04/09	00:25:24	63.2
579	2009/04/09	00:25:25	63.9
580	2009/04/09	00:25:26	65.0

581	2009/04/09	00:25:27	65.6
582	2009/04/09	00:25:28	65.8
583	2009/04/09	00:25:29	66.2
584	2009/04/09	00:25:30	65.2
585	2009/04/09	00:25:31	64.0
586	2009/04/09	00:25:32	64.0
587	2009/04/09	00:25:33	64.7
588	2009/04/09	00:25:34	65.3
589	2009/04/09	00:25:35	64.9
590	2009/04/09	00:25:36	65.2
591	2009/04/09	00:25:37	66.4
592	2009/04/09	00:25:38	66.0
593	2009/04/09	00:25:39	67.0
594	2009/04/09	00:25:40	70.0
595	2009/04/09	00:25:41	81.4
596	2009/04/09	00:25:42	88.3
597	2009/04/09	00:25:43	78.9
598	2009/04/09	00:25:44	76.5
599	2009/04/09	00:25:45	71.3
600	2009/04/09	00:25:46	69.0
601	2009/04/09	00:25:47	67.3
602	2009/04/09	00:25:48	67.8
603	2009/04/09	00:25:49	68.4
604	2009/04/09	00:25:50	69.7
605	2009/04/09	00:25:51	70.0
606	2009/04/09	00:25:52	72.0
607	2009/04/09	00:25:53	74.1
608	2009/04/09	00:25:54	74.6
609	2009/04/09	00:25:55	75.6
610	2009/04/09	00:25:56	76.8
611	2009/04/09	00:25:57	74.8
612	2009/04/09	00:25:58	76.2
613	2009/04/09	00:25:59	77.4
614	2009/04/09	00:26:00	78.6
615	2009/04/09	00:26:01	75.8
616	2009/04/09	00:26:02	76.2
617	2009/04/09	00:26:03	78.1
618	2009/04/09	00:26:04	74.7
619	2009/04/09	00:26:05	72.9
620	2009/04/09	00:26:06	73.8
621	2009/04/09	00:26:07	73.3
622	2009/04/09	00:26:08	74.0
623	2009/04/09	00:26:09	72.8
624	2009/04/09	00:26:10	71.3
625	2009/04/09	00:26:11	71.7
626	2009/04/09	00:26:12	70.8
627	2009/04/09	00:26:13	72.1
628	2009/04/09	00:26:14	71.9
629	2009/04/09	00:26:15	70.4
630	2009/04/09	00:26:16	70.7
631	2009/04/09	00:26:17	70.0
632	2009/04/09	00:26:18	70.8
633	2009/04/09	00:26:19	70.3
634	2009/04/09	00:26:20	67.6
635	2009/04/09	00:26:21	68.5
636	2009/04/09	00:26:22	70.9
637	2009/04/09	00:26:23	72.4
638	2009/04/09	00:26:24	71.5
639	2009/04/09	00:26:25	66.7
640	2009/04/09	00:26:26	66.7
641	2009/04/09	00:26:27	68.7
642	2009/04/09	00:26:28	67.8
643	2009/04/09	00:26:29	69.1
644	2009/04/09	00:26:30	67.7
645	2009/04/09	00:26:31	65.7
646	2009/04/09	00:26:32	67.6
647	2009/04/09	00:26:33	70.6
648	2009/04/09	00:26:34	73.0
649	2009/04/09	00:26:35	74.9
650	2009/04/09	00:26:36	75.9
651	2009/04/09	00:26:37	74.3
652	2009/04/09	00:26:38	73.8
653	2009/04/09	00:26:39	74.3
654	2009/04/09	00:26:40	74.2
655	2009/04/09	00:26:41	73.1
656	2009/04/09	00:26:42	73.1
657	2009/04/09	00:26:43	70.3
658	2009/04/09	00:26:44	68.0
659	2009/04/09	00:26:45	66.9
660	2009/04/09	00:26:46	68.4
661	2009/04/09	00:26:47	73.6
662	2009/04/09	00:26:48	79.1
663	2009/04/09	00:26:49	75.6
664	2009/04/09	00:26:50	70.3
665	2009/04/09	00:26:51	69.9
666	2009/04/09	00:26:52	73.2
667	2009/04/09	00:26:53	73.7
668	2009/04/09	00:26:54	69.6
669	2009/04/09	00:26:55	73.0
670	2009/04/09	00:26:56	74.7
671	2009/04/09	00:26:57	73.2
672	2009/04/09	00:26:58	69.3
673	2009/04/09	00:26:59	66.4
674	2009/04/09	00:27:00	65.7
675	2009/04/09	00:27:01	65.6
676	2009/04/09	00:27:02	67.5
677	2009/04/09	00:27:03	72.4
678	2009/04/09	00:27:04	75.7
679	2009/04/09	00:27:05	75.3

680	2009/04/09	00:27:06	76.1
681	2009/04/09	00:27:07	75.2
682	2009/04/09	00:27:08	77.8
683	2009/04/09	00:27:09	75.8
684	2009/04/09	00:27:10	74.2
685	2009/04/09	00:27:11	80.0
686	2009/04/09	00:27:12	78.0
687	2009/04/09	00:27:13	82.0
688	2009/04/09	00:27:14	79.4
689	2009/04/09	00:27:15	77.9
690	2009/04/09	00:27:16	77.8
691	2009/04/09	00:27:17	76.0
692	2009/04/09	00:27:18	79.4
693	2009/04/09	00:27:19	81.2
694	2009/04/09	00:27:20	83.0
695	2009/04/09	00:27:21	74.5
696	2009/04/09	00:27:22	70.0
697	2009/04/09	00:27:23	69.5
698	2009/04/09	00:27:24	73.7
699	2009/04/09	00:27:25	74.3
700	2009/04/09	00:27:26	72.9
701	2009/04/09	00:27:27	74.9
702	2009/04/09	00:27:28	81.5
703	2009/04/09	00:27:29	87.5
704	2009/04/09	00:27:30	81.3
705	2009/04/09	00:27:31	79.0
706	2009/04/09	00:27:32	76.4
707	2009/04/09	00:27:33	73.3
708	2009/04/09	00:27:34	71.9
709	2009/04/09	00:27:35	73.8
710	2009/04/09	00:27:36	75.0
711	2009/04/09	00:27:37	74.2
712	2009/04/09	00:27:38	74.1
713	2009/04/09	00:27:39	76.1
714	2009/04/09	00:27:40	75.8
715	2009/04/09	00:27:41	74.0
716	2009/04/09	00:27:42	74.3
717	2009/04/09	00:27:43	74.2
718	2009/04/09	00:27:44	74.7
719	2009/04/09	00:27:45	74.9
720	2009/04/09	00:27:46	72.1
721	2009/04/09	00:27:47	73.3
722	2009/04/09	00:27:48	70.0
723	2009/04/09	00:27:49	68.3
724	2009/04/09	00:27:50	67.3
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726	2009/04/09	00:27:52	69.2
727	2009/04/09	00:27:53	69.6
728	2009/04/09	00:27:54	70.0
729	2009/04/09	00:27:55	71.4
730	2009/04/09	00:27:56	72.9
731	2009/04/09	00:27:57	70.1
732	2009/04/09	00:27:58	69.6
733	2009/04/09	00:27:59	69.4
734	2009/04/09	00:28:00	72.5
735	2009/04/09	00:28:01	76.0
736	2009/04/09	00:28:02	69.2
737	2009/04/09	00:28:03	69.0
738	2009/04/09	00:28:04	73.6
739	2009/04/09	00:28:05	78.5
740	2009/04/09	00:28:06	73.7
741	2009/04/09	00:28:07	71.6
742	2009/04/09	00:28:08	75.1
743	2009/04/09	00:28:09	75.4
744	2009/04/09	00:28:10	68.9
745	2009/04/09	00:28:11	70.1
746	2009/04/09	00:28:12	72.9
747	2009/04/09	00:28:13	73.5
748	2009/04/09	00:28:14	73.7
749	2009/04/09	00:28:15	77.2
750	2009/04/09	00:28:16	71.1
751	2009/04/09	00:28:17	72.5
752	2009/04/09	00:28:18	75.9
753	2009/04/09	00:28:19	75.1
754	2009/04/09	00:28:20	78.0
755	2009/04/09	00:28:21	73.8
756	2009/04/09	00:28:22	75.3
757	2009/04/09	00:28:23	77.2
758	2009/04/09	00:28:24	72.9
759	2009/04/09	00:28:25	71.3
760	2009/04/09	00:28:26	76.2
761	2009/04/09	00:28:27	78.8
762	2009/04/09	00:28:28	71.4
763	2009/04/09	00:28:29	67.2
764	2009/04/09	00:28:30	64.6
765	2009/04/09	00:28:31	64.2
766	2009/04/09	00:28:32	65.7
767	2009/04/09	00:28:33	67.4
768	2009/04/09	00:28:34	69.0
769	2009/04/09	00:28:35	72.3
770	2009/04/09	00:28:36	75.0
771	2009/04/09	00:28:37	75.0
772	2009/04/09	00:28:38	72.6
773	2009/04/09	00:28:39	71.1
774	2009/04/09	00:28:40	73.5
775	2009/04/09	00:28:41	72.8
776	2009/04/09	00:28:42	74.8
777	2009/04/09	00:28:43	72.4
778	2009/04/09	00:28:44	73.8

779	2009/04/09	00:28:45	69.7
780	2009/04/09	00:28:46	65.6
781	2009/04/09	00:28:47	65.4
782	2009/04/09	00:28:48	65.6
783	2009/04/09	00:28:49	66.5
784	2009/04/09	00:28:50	65.2
785	2009/04/09	00:28:51	62.7
786	2009/04/09	00:28:52	63.8
787	2009/04/09	00:28:53	64.2
788	2009/04/09	00:28:54	63.2
789	2009/04/09	00:28:55	63.7
790	2009/04/09	00:28:56	64.3
791	2009/04/09	00:28:57	64.1
792	2009/04/09	00:28:58	65.2
793	2009/04/09	00:28:59	66.7
794	2009/04/09	00:29:00	64.1
795	2009/04/09	00:29:01	64.8
796	2009/04/09	00:29:02	69.0
797	2009/04/09	00:29:03	69.1
798	2009/04/09	00:29:04	71.6
799	2009/04/09	00:29:05	73.4
800	2009/04/09	00:29:06	73.2
801	2009/04/09	00:29:07	75.8
802	2009/04/09	00:29:08	76.6
803	2009/04/09	00:29:09	77.1
804	2009/04/09	00:29:10	76.6
805	2009/04/09	00:29:11	77.9
806	2009/04/09	00:29:12	74.6
807	2009/04/09	00:29:13	74.0
808	2009/04/09	00:29:14	73.1
809	2009/04/09	00:29:15	74.4
810	2009/04/09	00:29:16	72.8
811	2009/04/09	00:29:17	71.1
812	2009/04/09	00:29:18	70.8
813	2009/04/09	00:29:19	69.9
814	2009/04/09	00:29:20	70.3
815	2009/04/09	00:29:21	69.3
816	2009/04/09	00:29:22	69.3
817	2009/04/09	00:29:23	69.0
818	2009/04/09	00:29:24	69.0
819	2009/04/09	00:29:25	69.2
820	2009/04/09	00:29:26	69.7
821	2009/04/09	00:29:27	74.7
822	2009/04/09	00:29:28	74.8
823	2009/04/09	00:29:29	70.2
824	2009/04/09	00:29:30	73.0
825	2009/04/09	00:29:31	73.4
826	2009/04/09	00:29:32	73.2
827	2009/04/09	00:29:33	73.4
828	2009/04/09	00:29:34	74.1
829	2009/04/09	00:29:35	78.0
830	2009/04/09	00:29:36	81.2
831	2009/04/09	00:29:37	78.7
832	2009/04/09	00:29:38	77.4
833	2009/04/09	00:29:39	75.4
834	2009/04/09	00:29:40	75.3
835	2009/04/09	00:29:41	76.3
836	2009/04/09	00:29:42	71.1
837	2009/04/09	00:29:43	70.9
838	2009/04/09	00:29:44	73.5
839	2009/04/09	00:29:45	74.7
840	2009/04/09	00:29:46	75.2
841	2009/04/09	00:29:47	75.6
842	2009/04/09	00:29:48	74.0
843	2009/04/09	00:29:49	74.2
844	2009/04/09	00:29:50	76.0
845	2009/04/09	00:29:51	68.9
846	2009/04/09	00:29:52	65.8
847	2009/04/09	00:29:53	65.0
848	2009/04/09	00:29:54	66.2
849	2009/04/09	00:29:55	63.1
850	2009/04/09	00:29:56	62.3
851	2009/04/09	00:29:57	64.6
852	2009/04/09	00:29:58	66.0
853	2009/04/09	00:29:59	66.2
854	2009/04/09	00:30:00	67.6
855	2009/04/09	00:30:01	67.6
856	2009/04/09	00:30:02	69.1
857	2009/04/09	00:30:03	74.4
858	2009/04/09	00:30:04	71.8
859	2009/04/09	00:30:05	73.0
860	2009/04/09	00:30:06	73.6
861	2009/04/09	00:30:07	75.5
862	2009/04/09	00:30:08	76.9
863	2009/04/09	00:30:09	75.2
864	2009/04/09	00:30:10	76.4
865	2009/04/09	00:30:11	76.4
866	2009/04/09	00:30:12	80.4
867	2009/04/09	00:30:13	79.9
868	2009/04/09	00:30:14	82.5
869	2009/04/09	00:30:15	80.1
870	2009/04/09	00:30:16	78.1
871	2009/04/09	00:30:17	78.5
872	2009/04/09	00:30:18	75.7
873	2009/04/09	00:30:19	74.3
874	2009/04/09	00:30:20	72.9
875	2009/04/09	00:30:21	75.9
876	2009/04/09	00:30:22	76.1
877	2009/04/09	00:30:23	74.1

878	2009/04/09	00:30:24	76.1
879	2009/04/09	00:30:25	73.5
880	2009/04/09	00:30:26	70.8
881	2009/04/09	00:30:27	70.9
882	2009/04/09	00:30:28	71.0
883	2009/04/09	00:30:29	70.3
884	2009/04/09	00:30:30	70.1
885	2009/04/09	00:30:31	70.6
886	2009/04/09	00:30:32	70.8
887	2009/04/09	00:30:33	70.2
888	2009/04/09	00:30:34	69.2
889	2009/04/09	00:30:35	70.4
890	2009/04/09	00:30:36	73.3
891	2009/04/09	00:30:37	75.6
892	2009/04/09	00:30:38	74.8
893	2009/04/09	00:30:39	74.6
894	2009/04/09	00:30:40	77.9
895	2009/04/09	00:30:41	78.7
896	2009/04/09	00:30:42	74.8
897	2009/04/09	00:30:43	73.2
898	2009/04/09	00:30:44	71.2
899	2009/04/09	00:30:45	69.9
900	2009/04/09	00:30:46	69.4

Appendix E

Transportation and Traffic Technical Appendix

ADELINE CORRIDOR SPECIFIC PLAN EIR

Transportation and Traffic Technical Appendix

Appendix A Analysis Methodologies

Appendix B Streetscore+ Calculations

Appendix C Transportation Counts

Appendix D Intersection LOS Calculations

Appendix E MXD Methodology

Appendix F CMP Analysis

FEHR PEERS

APPENDIX A
ANALYSIS METHODOLOGIES

APPENDIX A ANALYSIS METHODOLOGIES

A.1 STREETSCORE+ METHODOLOGY

Streetcore+ calculates comfort-based indices for active transportation to more accurately understand the impacts of design decisions on stress tolerance for people who walk and bike. Comfort for both of these users is based on a variety of factors, including pedestrian and bicycling infrastructure and the characteristics of the adjacent street. The Streetscore+ methodology compiles those variables to provide a score for each segment and intersection.

For pedestrians, Streetscore+ is calculated based on best practice guidance documentation, including the NACTO *Urban Streets Guide* and safety research. For bicyclists, Streetscore+ incorporates the Level of Traffic Stress methodology developed by Mekuria, Furth, and Nixon in the *Low Stress Bicycling and Network Connectivity* report (2012), which assesses bicyclist comfort based on roadway characteristics. For measurements of bicyclist stress, Streetscore+ enhances that methodology by including cycle track and bicycle boulevard comfort assessments consistent with the National Association of City Transportation Officials' (NACTO's) *Urban Bikeway Design Guide, 2nd Edition*.

Variables concerning street characteristics and pedestrian and bicycle infrastructure are assigned scores of 1 (lowest stress, highest comfort) through 4 (highest stress, lowest comfort). The overall score of the segment is equivalent to the worst-performing individual variable. If one variable scores a 4, for example, the segment as a whole will score a 4, regardless of the other variables. This weakest link approach accounts for the important role of intersections and gaps in the pedestrian and bicyclist environments.

The interpretation of the 1-4 scale is as follows:

- **Streetscore+ 1**
    - Pedestrians: Highly comfortable, pedestrian-friendly, and easily navigable for pedestrians of all ages and abilities, including seniors or school-aged children walking unaccompanied to school. These streets provide an ideal pedestrian-friendly environment.
    - Bicyclists: The lowest level of traffic stress and the design goal for a network that truly accommodates people of all ages and abilities. This level of traffic stress would allow children trained in traffic safety to bicycle to school by themselves as well as people "interested but concerned" about bicycling.

- **Streetscore+ 2**
    - Pedestrians: Generally comfortable for many pedestrians, but parents may not feel comfortable with children walking alone. Seniors may have concerns about the walking environment and take more caution. These streets may be part of a pedestrian-friendly environment where it intersects with a more auto-oriented roadway or other environmental constraints.
    - Bicyclists: The highest level of acceptable traffic stress that the mainstream adult population will tolerate while still feeling safe. This is the threshold for a "low traffic stress" bicycle network that truly accommodates people of all ages and abilities.
- **Streetscore+ 3**
    - Pedestrians: Walking is uncomfortable but possible. Minimum sidewalk and crossing facilities may be present, but barriers are present that make the walking experience uninviting and uncomfortable.
    - Bicyclists: This level of traffic stress accommodates a much smaller segment of population—"enthused and confident"—who are excited and more familiar with biking and will therefore accept a higher level of traffic stress.
- **Streetscore+ 4**
    - Pedestrians: Walking is a barrier and is very uncomfortable or even impossible. Streets have limited or no accommodation for pedestrians and are inhospitable and possibly unsafe environment for pedestrians.
    - Bicyclists: This is a very high level of traffic stress that will be tolerated only by a very small percentage of the population—those characterized as "strong and fearless." These roadways have high speed limits, multiple travel lanes, limited or non-existent bike lanes and signage, and large distances to cross at intersections.

Pedestrian Streetscore+ link criteria are presented in **Table A-1**. Bicyclist Streetscore+ criteria vary depending on the type of bicycling infrastructure present, based on prevailing speed, number of travel lanes, presence of on-street parking, bicycle lane presence and width, buffer specifications, and other factors.

TABLE A-1 – STREETSCORE+ CRITERIA SIDEWALKS IN URBANIZED AREAS

Criteria	Streetscore+ 1	Streetscore+ 2	Streetscore+ 3	Streetscore+ 4
Usable Sidewalk Width	>=8 feet	7 to 6 feet	<6 feet	No Sidewalk
Sidewalk Quality	Even, Smooth Surface			Cracks, Failing Pavement
Sidewalk Accessibility	Driveway Curb Cuts Out of the Sidewalk Zone		Frequent Driveway Curb Cuts into the Sidewalk Zone	
Landscape Buffer and Street Trees	Yes, Continuous	Yes, Discontinuous[1]	No Landscaping	
# of Lanes	2-3	4-5		6+
Prevailing Speed	<=25 mph	26- 30 mph	31-35 mph	>=36 mph
Lighting	Pedestrian-Scale	Roadway Lighting		No Lighting[2]
Heavy Vehicle	<=5%	5-8% with no buffer OR >8% with buffer		>8% with no buffer
Crosswalk Frequency[3]	Crosswalks Spaced 400 feet or Less		Crosswalks Spaced > 400 feet	

1. Discontinuous is defined as not having a consistent effect on street life. Regularly spaced street trees may still feel like a "continuous" buffer and should receive a score of 1.
2. No lighting also includes ineffective roadway lighting.
3. In urbanized areas where pedestrians are expected, crosswalk frequency should be considered where there is demand based on land use and densities. As a general rule of thumb, consider marking a crosswalk if 20 pedestrians in a given hour may cross at that location.

Source: Fehr & Peers, 2018.

A.2 INTERSECTION OPERATIONS ANALYSIS

Intersection operations are described using the term "Level of Service" (LOS). LOS is a qualitative description of traffic operations from the vehicle driver perspective and consists of the delay experienced by the driver at the intersection. It ranges from LOS A, with no congestion and little delay, to LOS F, with excessive congestion and delays. Different methods are used to assess signalized and unsignalized (stop-controlled) intersections.

A.2.1 SIGNALIZED INTERSECTIONS

Where possible, signalized intersection operations are evaluated using the method provided in the 2010 Highway Capacity Manual (HCM). This method uses intersection characteristics to estimate average control delay and then assigns a LOS value. Control delay is defined as the delay associated with deceleration,

stopping, moving up in the queue, and acceleration experienced by drivers at a signalized intersection. **Table A-2** provides descriptions of various LOS and the corresponding ranges of delays for signalized intersections. Intersections with atypical configuration or signal phasings that could not be evaluated in the 2010 HCM method were instead evaluated using the HCM 2000 method.

A.2.2 UNSIGNALIZED INTERSECTIONS

Unsignalized intersection (side-street stop-controlled) LOS is also analyzed using the 2010 HCM. Delay is calculated for movements that are controlled by a stop sign or that must yield the right-of-way. This method defines operations by average control delay per vehicle (measured in seconds) for each stop-controlled movement. This incorporates delay associated with deceleration, acceleration, stopping, and moving up in the queue. For side-street stop-controlled intersections, the movement or approach with the highest delay is reported. Although the 2010 HCM methodology does not report the average intersection LOS for side-street stop-controlled intersections, this report also presents the average intersection delay and the corresponding LOS. **Table A-2** summarizes the LOS ranges for unsignalized intersections. They are lower than the delay ranges for signalized intersections because drivers generally tolerate more delay at signals.

A.2.3 ANALYSIS TOOLS

The Synchro 10 Software was used to estimate delay and LOS for all study intersections. Synchro uses the equations provided in 2010 HCM to calculate control delay. These equations use intersection characteristics, such as vehicle and pedestrian volumes, lane geometry, and signal phasings, as inputs in estimating control delay.

TABLE A-2 - INTERSECTION LEVEL OF SERVICE DEFINITIONS

Unsignalized Intersections		Level of Service Grade	Signalized Intersections	
Description	**Average Total Vehicle Delay (Seconds)**		**Average Control Vehicle Delay (Seconds)**	**Description**
No delay for stop-controlled approaches.	≤10.0	A	≤10.0	Free Flow or Insignificant Delays: Operations with very low delay, when signal progression is extremely favorable and most vehicles arrive during the green light phase. Most vehicles do not stop at all.
Operations with minor delay.	>10.0 and ≤15.0	B	>10.0 and ≤20.0	Stable Operation or Minimal Delays: Generally occurs with good signal progression and/or short cycle lengths. More vehicles stop than with LOS A, causing higher levels of average delay. An occasional approach phase is fully utilized.
Operations with moderate delays.	>15.0 and ≤25.0	C	>20.0 and ≤35.0	Stable Operation or Acceptable Delays: Higher delays resulting from fair signal progression and/ or longer cycle lengths. Drivers begin having to wait through more than one red light. Most drivers feel somewhat restricted.
Operations with increasingly unacceptable delays.	>25.0 and ≤35.0	D	>35.0 and ≤55.0	Approaching Unstable or Tolerable Delays: Influence of congestion becomes more noticeable. Longer delays result from unfavorable signal progression, long cycle lengths, or high volume to capacity ratios. Many vehicles stop. Drivers may have to wait through more than one red light. Queues may develop, but dissipate rapidly, without excessive delays.
Operations with high delays, and long queues.	>35.0 and ≤50.0	E	>55.0 and ≤80.0	Unstable Operation or Significant Delays: Considered to be the limit of acceptable delay. High delays indicate poor signal progression, long cycle lengths and high volume to capacity ratios. Individual cycle failures are frequent occurrences. Vehicles may wait through several signal cycles. Long queues form upstream from intersection.
Operations with extreme congestion, and with very high delays and long queues unacceptable to most drivers.	>50.0	F	>80.0	Forced Flow or Excessive Delays: Occurs with oversaturation when flows exceed the intersection capacity. Represents jammed conditions. Many cycle failures. Queues may block upstream intersections.

Source: Highway Capacity Manual, Transportation Research Board, 2010.

APPENDIX B

STREETSCORE+ CALCULATIONS

StreetScore+

Pedestrian Score by Segment

Segment Name	Shattuck Avenue from Dwight Way to Blake Street - West Side		
Scenario	Existing Conditions		
Sidewalks in Urbanized Areas		**Individual Criteria Streetscore+ Score**	**Streetscore+ Score**
Criteria	**Input**		
Useable Sidewalk Width (feet)	*9*	**1**	**2**
Sidewalk Quality	*Even, Smooth Surface*	**1**	
Sidewalk Accessibility	*Driveway Curb Cuts Generally Out of the Sidewalk Zone*	**1**	
Landscape Buffer and Street Trees	*Yes, Discontinuous*	**2**	
# of Lanes	*2*	**1**	
Prevailing Speed	*30 mph*	**2**	
Lighting	*Roadway Lighting Only*	**2**	
Heavy Vehicles	*<=5%*	**1**	
Crosswalk Frequency	*Spaced Every 400' or less*	**1**	

Segment Name	Shattuck Avenue from Dwight Way to Blake Street - East Side		
Scenario	Existing Conditions		
Sidewalks in Urbanized Areas		**Individual Criteria Streetscore+ Score**	**Streetscore+ Score**
Criteria	**Input**		
Useable Sidewalk Width (feet)	*8*	**1**	**2**
Sidewalk Quality	*Even, Smooth Surface*	**1**	
Sidewalk Accessibility	*Driveway Curb Cuts Generally Out of the Sidewalk Zone*	**1**	
Landscape Buffer and Street Trees	*Yes, Continuous*	**1**	
# of Lanes	*2*	**1**	
Prevailing Speed	*30 mph*	**2**	
Lighting	*Roadway Lighting Only*	**2**	
Heavy Vehicles	*<=5%*	**1**	
Crosswalk Frequency	*Spaced Every 400' or less*	**1**	

StreetScore+

Pedestrian Score by Segment

Segment Name	Shattuck Avenue from Blake Street to Parker Street - West Side		
Scenario	Existing Conditions		
Sidewalks in Urbanized Areas		**Individual Criteria Streetscore+ Score**	**Streetscore+ Score**
Criteria	**Input**		
Useable Sidewalk Width (feet)	*9*	**1**	**2**
Sidewalk Quality	*Even, Smooth Surface*	**1**	
Sidewalk Accessibility	*Driveway Curb Cuts Generally Out of the Sidewalk Zone*	**1**	
Landscape Buffer and Street Trees	*Yes, Continuous*	**1**	
# of Lanes	*2*	**1**	
Prevailing Speed	*30 mph*	**2**	
Lighting	*Roadway Lighting Only*	**2**	
Heavy Vehicles	*<=5%*	**1**	
Crosswalk Frequency	*Spaced Every 400' or less*	**1**	

Segment Name	Shattuck Avenue from Blake Street to Parker Street - East Side		
Scenario	Existing Conditions		
Sidewalks in Urbanized Areas		**Individual Criteria Streetscore+ Score**	**Streetscore+ Score**
Criteria	**Input**		
Useable Sidewalk Width (feet)	*9*	**1**	**2**
Sidewalk Quality	*Even, Smooth Surface*	**1**	
Sidewalk Accessibility	*Driveway Curb Cuts Generally Out of the Sidewalk Zone*	**1**	
Landscape Buffer and Street Trees	*Yes, Continuous*	**1**	
# of Lanes	*2*	**1**	
Prevailing Speed	*30 mph*	**2**	
Lighting	*Roadway Lighting Only*	**2**	
Heavy Vehicles	*<=5%*	**1**	
Crosswalk Frequency	*Spaced Every 400' or less*	**1**	

StreetScore+

Pedestrian Score by Segment

Segment Name	Shattuck Avenue from Parker Street to Carleton Street - West Side		
Scenario	Existing Conditions		
Sidewalks in Urbanized Areas		**Individual Criteria Streetscore+ Score**	**Streetscore+ Score**
Criteria	**Input**		
Useable Sidewalk Width (feet)	*9*	**1**	**2**
Sidewalk Quality	*Even, Smooth Surface*	**1**	
Sidewalk Accessibility	*Driveway Curb Cuts Generally Out of the Sidewalk Zone*	**1**	
Landscape Buffer and Street Trees	*Yes, Continuous*	**1**	
# of Lanes	*2*	**1**	
Prevailing Speed	*30 mph*	**2**	
Lighting	*Roadway Lighting Only*	**2**	
Heavy Vehicles	*<=5%*	**1**	
Crosswalk Frequency	*Spaced Every 400' or less*	**1**	

Segment Name	Shattuck Avenue from Parker Street to Carleton Street - East Side		
Scenario	Existing Conditions		
Sidewalks in Urbanized Areas		**Individual Criteria Streetscore+ Score**	**Streetscore+ Score**
Criteria	**Input**		
Useable Sidewalk Width (feet)	*9*	**1**	**2**
Sidewalk Quality	*Even, Smooth Surface*	**1**	
Sidewalk Accessibility	*Driveway Curb Cuts Generally Out of the Sidewalk Zone*	**1**	
Landscape Buffer and Street Trees	*Yes, Continuous*	**1**	
# of Lanes	*2*	**1**	
Prevailing Speed	*30 mph*	**2**	
Lighting	*Roadway Lighting Only*	**2**	
Heavy Vehicles	*<=5%*	**1**	
Crosswalk Frequency	*Spaced Every 400' or less*	**1**	

StreetScore+

Pedestrian Score by Segment

Segment Name	Shattuck Avenue from Carleton Street to Derby Street - West Side		
Scenario	Existing Conditions		
Sidewalks in Urbanized Areas		**Individual Criteria Streetscore+ Score**	**Streetscore+ Score**
Criteria	**Input**		
Useable Sidewalk Width (feet)	*9*	**1**	**2**
Sidewalk Quality	*Even, Smooth Surface*	**1**	
Sidewalk Accessibility	*Big curb cut - fire station*	**1**	
Landscape Buffer and Street Trees	*Yes, Continuous*	**1**	
# of Lanes	*2*	**1**	
Prevailing Speed	*30 mph*	**2**	
Lighting	*Roadway Lighting Only*	**2**	
Heavy Vehicles	*<=5%*	**1**	
Crosswalk Frequency	*Spaced Every 400' or less*	**1**	

Segment Name	Shattuck Avenue from Carleton Street to Derby Street - East Side		
Scenario	Existing Conditions		
Sidewalks in Urbanized Areas		**Individual Criteria Streetscore+ Score**	**Streetscore+ Score**
Criteria	**Input**		
Useable Sidewalk Width (feet)	*6*	**2**	**2**
Sidewalk Quality	*Even, Smooth Surface*	**1**	
Sidewalk Accessibility	*Driveway Curb Cuts Generally Out of the Sidewalk Zone*	**1**	
Landscape Buffer and Street Trees	*Yes, Continuous*	**1**	
# of Lanes	*2*	**1**	
Prevailing Speed	*30 mph*	**2**	
Lighting	*Roadway Lighting Only*	**2**	
Heavy Vehicles	*<=5%*	**1**	
Crosswalk Frequency	*Spaced Every 400' or less*	**1**	

StreetScore+

Pedestrian Score by Segment

Segment Name	Adeline Street from Derby Street to Ward Street - West Side		
Scenario	Existing Conditions		
Sidewalks in Urbanized Areas		**Individual Criteria Streetscore+ Score**	**Streetscore+ Score**
Criteria	**Input**		
Useable Sidewalk Width (feet)	*7*	**2**	**2**
Sidewalk Quality	*Even, Smooth Surface*	**1**	
Sidewalk Accessibility	*Big curb cut - car lot*	**1**	
Landscape Buffer and Street Trees	*Yes, Continuous*	**1**	
# of Lanes	*2*	**1**	
Prevailing Speed	*30 mph*	**2**	
Lighting	*Roadway Lighting Only*	**2**	
Heavy Vehicles	*<=5%*	**1**	
Crosswalk Frequency	*Spaced Every 400' or less*	**1**	

Segment Name	Adeline Street from Derby Street to Ward Street - East Side		
Scenario	Existing Conditions		
Sidewalks in Urbanized Areas		**Individual Criteria Streetscore+ Score**	**Streetscore+ Score**
Criteria	**Input**		
Useable Sidewalk Width (feet)	*7*	**2**	**4**
Sidewalk Quality	*Some rough spots - need to check?*	**4**	
Sidewalk Accessibility	*Driveway Curb Cuts Generally Out of the Sidewalk Zone*	**1**	
Landscape Buffer and Street Trees	*Yes, Discontinuous*	**2**	
# of Lanes	*2*	**1**	
Prevailing Speed	*30 mph*	**2**	
Lighting	*Roadway Lighting Only*	**2**	
Heavy Vehicles	*<=5%*	**1**	
Crosswalk Frequency	*Spaced Every 400' or less*	**1**	

StreetScore+

Pedestrian Score by Segment

Segment Name	Adeline Street from Ward Street to Stuart Street - West Side		
Scenario	Existing Conditions		
Sidewalks in Urbanized Areas		**Individual Criteria Streetscore+ Score**	**Streetscore+ Score**
Criteria	**Input**		
Useable Sidewalk Width (feet)	*5*	**3**	**4**
Sidewalk Quality	*Some rough spots*	**4**	
Sidewalk Accessibility	*Driveway Curb Cuts Generally Out of the Sidewalk Zone*	**1**	
Landscape Buffer and Street Trees	*Yes, Continuous*	**1**	
# of Lanes	*2*	**1**	
Prevailing Speed	*30 mph*	**2**	
Lighting	*Roadway Lighting Only*	**2**	
Heavy Vehicles	*<=5%*	**1**	
Crosswalk Frequency	*Spaced Every 400' or less*	**1**	

Segment Name	Adeline Street from Ward Street to Stuart Street - East Side		
Scenario	Existing Conditions		
Sidewalks in Urbanized Areas		**Individual Criteria Streetscore+ Score**	**Streetscore+ Score**
Criteria	**Input**		
Useable Sidewalk Width (feet)	*7*	**2**	**2**
Sidewalk Quality	*New? Need to confirm*	**1**	
Sidewalk Accessibility	*Driveway Curb Cuts Generally Out of the Sidewalk Zone*	**1**	
Landscape Buffer and Street Trees	*Yes, Continuous*	**1**	
# of Lanes	*2*	**1**	
Prevailing Speed	*30 mph*	**2**	
Lighting	*Roadway Lighting Only*	**2**	
Heavy Vehicles	*<=5%*	**1**	
Crosswalk Frequency	*Spaced Every 400' or less*	**1**	

StreetScore+

Pedestrian Score by Segment

Segment Name	Adeline Street from Stuart Street to Oregon Street - West Side		
Scenario	Existing Conditions		
Sidewalks in Urbanized Areas		**Individual Criteria Streetscore+ Score**	**Streetscore+ Score**
Criteria	**Input**		
Useable Sidewalk Width (feet)	*5*	**3**	**3**
Sidewalk Quality	*Even, Smooth Surface*	**1**	
Sidewalk Accessibility	*Driveway Curb Cuts Generally Out of the Sidewalk Zone*	**1**	
Landscape Buffer and Street Trees	*Yes, Continuous*	**1**	
# of Lanes	*2*	**1**	
Prevailing Speed	*30 mph*	**2**	
Lighting	*Roadway Lighting Only*	**2**	
Heavy Vehicles	*<=5%*	**1**	
Crosswalk Frequency	*Spaced Every 400' or less*	**1**	

Segment Name	Adeline Street from Stuart Street to Oregon Street - East Side		
Scenario	Existing Conditions		
Sidewalks in Urbanized Areas		**Individual Criteria Streetscore+ Score**	**Streetscore+ Score**
Criteria	**Input**		
Useable Sidewalk Width (feet)	*4*	**3**	**3**
Sidewalk Quality	*Even, Smooth Surface*	**1**	
Sidewalk Accessibility	*Unclear - 2 curb cuts across sidewalk?*	**1**	
Landscape Buffer and Street Trees	*Yes, Discontinuous*	**2**	
# of Lanes	*2*	**1**	
Prevailing Speed	*30 mph*	**2**	
Lighting	*Roadway Lighting Only*	**2**	
Heavy Vehicles	*<=5%*	**1**	
Crosswalk Frequency	*Spaced Every 400' or less*	**1**	

StreetScore+

Pedestrian Score by Segment

Segment Name	Adeline Street from Oregon Street to Russell Street - West Side		
Scenario	Existing Conditions		
Sidewalks in Urbanized Areas		**Individual Criteria Streetscore+ Score**	**Streetscore+ Score**
Criteria	**Input**		
Useable Sidewalk Width (feet)	*6*	**2**	**2**
Sidewalk Quality	*Even, Smooth Surface*	**1**	
Sidewalk Accessibility	*Driveway Curb Cuts Generally Out of the Sidewalk Zone*	**1**	
Landscape Buffer and Street Trees	*Yes, Continuous*	**1**	
# of Lanes	*2*	**1**	
Prevailing Speed	*30 mph*	**2**	
Lighting	*Pedestrian-scale*	**1**	
Heavy Vehicles	*<=5%*	**1**	
Crosswalk Frequency	*Spaced Every 400' or less*	**1**	

Segment Name	Adeline Street from Oregon Street to Russell Street - East Side		
Scenario	Existing Conditions		
Sidewalks in Urbanized Areas		**Individual Criteria Streetscore+ Score**	**Streetscore+ Score**
Criteria	**Input**		
Useable Sidewalk Width (feet)	*6*	**2**	**4**
Sidewalk Quality	*Some rough spots - need to check?*	**4**	
Sidewalk Accessibility	*1 or 2 across sidewalk*	**1**	
Landscape Buffer and Street Trees	*Yes, Continuous*	**1**	
# of Lanes	*2*	**1**	
Prevailing Speed	*30 mph*	**2**	
Lighting	*Pedestrian-scale*	**1**	
Heavy Vehicles	*<=5%*	**1**	
Crosswalk Frequency	*Spaced Every 400' or less*	**1**	

StreetScore+

Pedestrian Score by Segment

Segment Name	Adeline Street from Russell Street to Ashby Avenue - West Side		
Scenario	Existing Conditions		
Sidewalks in Urbanized Areas		**Individual Criteria Streetscore+ Score**	**Streetscore+ Score**
Criteria	**Input**		
Useable Sidewalk Width (feet)	*6*	**2**	**3**
Sidewalk Quality	*Even, Smooth Surface*	**1**	
Sidewalk Accessibility	*Driveway Curb Cuts Generally Out of the Sidewalk Zone*	**1**	
Landscape Buffer and Street Trees	*Yes, Continuous*	**1**	
# of Lanes	*2*	**1**	
Prevailing Speed	*30 mph*	**2**	
Lighting	*Pedestrian-scale*	**1**	
Heavy Vehicles	*<=5%*	**1**	
Crosswalk Frequency	*>400'*	**3**	

Segment Name	Adeline Street from Russell Street to Ashby Avenue - East Side		
Scenario	Existing Conditions		
Sidewalks in Urbanized Areas		**Individual Criteria Streetscore+ Score**	**Streetscore+ Score**
Criteria	**Input**		
Useable Sidewalk Width (feet)	*10*	**1**	**4**
Sidewalk Quality	*Some rough spots - need to check?*	**4**	
Sidewalk Accessibility	*Unclear - 2 curb cuts across sidewalk?*	**1**	
Landscape Buffer and Street Trees	*Yes, Continuous*	**1**	
# of Lanes	*2*	**1**	
Prevailing Speed	*30 mph*	**2**	
Lighting	*Pedestrian-scale*	**1**	
Heavy Vehicles	*<=5%*	**1**	
Crosswalk Frequency	*>400'*	**3**	

StreetScore+

Pedestrian Score by Segment

Segment Name	Adeline Street from Ashby Avenue to Emerson Street - West Side		
Scenario	Existing Conditions		
Sidewalks in Urbanized Areas		**Individual Criteria Streetscore+ Score**	**Streetscore+ Score**
Criteria	**Input**		
Useable Sidewalk Width (feet)	*N/A*	**N/A**	**N/A**
Sidewalk Quality	*N/A*	**N/A**	
Sidewalk Accessibility	*N/A*	**N/A**	
Landscape Buffer and Street Trees	*N/A*	**N/A**	
# of Lanes	*N/A*	**N/A**	
Prevailing Speed	*N/A*	**N/A**	
Lighting	*N/A*	**N/A**	
Heavy Vehicles	*N/A*	**N/A**	
Crosswalk Frequency	*N/A*	**N/A**	

Segment Name	Adeline Street from Ashby Avenue to Emerson Street - East Side		
Scenario	Existing Conditions		
Sidewalks in Urbanized Areas		**Individual Criteria Streetscore+ Score**	**Streetscore+ Score**
Criteria	**Input**		
Useable Sidewalk Width (feet)	*7.5*	**2**	**2**
Sidewalk Quality	*Even, Smooth Surface*	**1**	
Sidewalk Accessibility	*Driveway Curb Cuts Generally Out of the Sidewalk Zone*	**1**	
Landscape Buffer and Street Trees	*Yes, Continuous*	**1**	
# of Lanes	*2*	**1**	
Prevailing Speed	*30 mph*	**2**	
Lighting	*Roadway Lighting Only*	**2**	
Heavy Vehicles	*<=5%*	**1**	
Crosswalk Frequency	*Spaced Every 400' or less*	**1**	

StreetScore+

Pedestrian Score by Segment

Segment Name	Adeline Street from Emerson Street to Essex Street - West Side		
Scenario	Existing Conditions		
Sidewalks in Urbanized Areas		**Individual Criteria Streetscore+ Score**	**Streetscore+ Score**
Criteria	**Input**		
Useable Sidewalk Width (feet)	*N/A*	**N/A**	**N/A**
Sidewalk Quality	*N/A*	**N/A**	
Sidewalk Accessibility	*N/A*	**N/A**	
Landscape Buffer and Street Trees	*N/A*	**N/A**	
# of Lanes	*N/A*	**N/A**	
Prevailing Speed	*N/A*	**N/A**	
Lighting	*N/A*	**N/A**	
Heavy Vehicles	*N/A*	**N/A**	
Crosswalk Frequency	*N/A*	**N/A**	

Segment Name	Adeline Street from Emerson Street to Essex Street - East Side		
Scenario	Existing Conditions		
Sidewalks in Urbanized Areas		**Individual Criteria Streetscore+ Score**	**Streetscore+ Score**
Criteria	**Input**		
Useable Sidewalk Width (feet)	*4*	**3**	**3**
Sidewalk Quality	*Even, Smooth Surface*	**1**	
Sidewalk Accessibility	*1 or 2 across sidewalk*	**1**	
Landscape Buffer and Street Trees	*Yes, Continuous*	**1**	
# of Lanes	*2*	**1**	
Prevailing Speed	*30 mph*	**2**	
Lighting	*Roadway Lighting Only*	**2**	
Heavy Vehicles	*<=5%*	**1**	
Crosswalk Frequency	*Spaced Every 400' or less*	**1**	

StreetScore+

Pedestrian Score by Segment

Segment Name	Adeline Street from Essex Street to Woolsey Street - West Side		
Scenario	Existing Conditions		
Sidewalks in Urbanized Areas		**Individual Criteria Streetscore+ Score**	**Streetscore+ Score**
Criteria	**Input**		
Useable Sidewalk Width (feet)	*7.5*	**2**	**3**
Sidewalk Quality	*Even, Smooth Surface*	**1**	
Sidewalk Accessibility	*Driveway Curb Cuts Generally Out of the Sidewalk Zone*	**1**	
Landscape Buffer and Street Trees	*No Landscaping*	**3**	
# of Lanes	*2*	**1**	
Prevailing Speed	*30 mph*	**2**	
Lighting	*Roadway Lighting Only*	**2**	
Heavy Vehicles	*<=5%*	**1**	
Crosswalk Frequency	*Spaced Every 400' or less*	**1**	

Segment Name	Adeline Street from Essex Street to Woolsey Street - East Side		
Scenario	Existing Conditions		
Sidewalks in Urbanized Areas		**Individual Criteria Streetscore+ Score**	**Streetscore+ Score**
Criteria	**Input**		
Useable Sidewalk Width (feet)	*6*	**2**	**2**
Sidewalk Quality	*Even, Smooth Surface*	**1**	
Sidewalk Accessibility	*Driveway Curb Cuts Generally Out of the Sidewalk Zone*	**1**	
Landscape Buffer and Street Trees	*Yes, Continuous*	**1**	
# of Lanes	*2*	**1**	
Prevailing Speed	*30 mph*	**2**	
Lighting	*Roadway Lighting Only*	**2**	
Heavy Vehicles	*<=5%*	**1**	
Crosswalk Frequency	*Spaced Every 400' or less*	**1**	

StreetScore+

Pedestrian Score by Segment

Segment Name	Adeline Street from Woolsey Street to Fairview Street - West Side		
Scenario	Existing Conditions		
Sidewalks in Urbanized Areas		**Individual Criteria Streetscore+ Score**	**Streetscore+ Score**
Criteria	**Input**		
Useable Sidewalk Width (feet)	*6*	**2**	**2**
Sidewalk Quality	*Even, Smooth Surface*	**1**	
Sidewalk Accessibility	*Driveway Curb Cuts Generally Out of the Sidewalk Zone*	**1**	
Landscape Buffer and Street Trees	*Yes, Continuous*	**1**	
# of Lanes	*2*	**1**	
Prevailing Speed	*30 mph*	**2**	
Lighting	*Pedestrian-scale*	**1**	
Heavy Vehicles	*<=5%*	**1**	
Crosswalk Frequency	*Spaced Every 400' or less*	**1**	

Segment Name	Adeline Street from Woolsey Street to Fairview Street - East Side		
Scenario	Existing Conditions		
Sidewalks in Urbanized Areas		**Individual Criteria Streetscore+ Score**	**Streetscore+ Score**
Criteria	**Input**		
Useable Sidewalk Width (feet)	*8*	**1**	**2**
Sidewalk Quality	*Even, Smooth Surface*	**1**	
Sidewalk Accessibility	*Unclear - 2 curb cuts across sidewalk?*	**1**	
Landscape Buffer and Street Trees	*Yes, Continuous*	**1**	
# of Lanes	*2*	**1**	
Prevailing Speed	*30 mph*	**2**	
Lighting	*Pedestrian-scale*	**1**	
Heavy Vehicles	*<=5%*	**1**	
Crosswalk Frequency	*Spaced Every 400' or less*	**1**	

StreetScore+

Pedestrian Score by Segment

Segment Name	Adeline Street from Fairview Street to Harmon Street - West Side		
Scenario	Existing Conditions		
Sidewalks in Urbanized Areas		**Individual Criteria Streetscore+ Score**	**Streetscore+ Score**
Criteria	**Input**		
Useable Sidewalk Width (feet)	*8*	**1**	**2**
Sidewalk Quality	*Even, Smooth Surface*	**1**	
Sidewalk Accessibility	*Driveway Curb Cuts Generally Out of the Sidewalk Zone*	**1**	
Landscape Buffer and Street Trees	*Yes, Continuous*	**1**	
# of Lanes	*2*	**1**	
Prevailing Speed	*30 mph*	**2**	
Lighting	*Pedestrian-scale*	**1**	
Heavy Vehicles	*<=5%*	**1**	
Crosswalk Frequency	*Spaced Every 400' or less*	**1**	

Segment Name	Adeline Street from Fairview Street to Harmon Street - East Side		
Scenario	Existing Conditions		
Sidewalks in Urbanized Areas		**Individual Criteria Streetscore+ Score**	**Streetscore+ Score**
Criteria	**Input**		
Useable Sidewalk Width (feet)	*8*	**1**	**2**
Sidewalk Quality	*Even, Smooth Surface*	**1**	
Sidewalk Accessibility	*1 across sidewalk*	**1**	
Landscape Buffer and Street Trees	*Yes, Continuous*	**1**	
# of Lanes	*2*	**1**	
Prevailing Speed	*30 mph*	**2**	
Lighting	*Pedestrian-scale*	**1**	
Heavy Vehicles	*<=5%*	**1**	
Crosswalk Frequency	*Spaced Every 400' or less*	**1**	

StreetScore+

Pedestrian Score by Segment

Segment Name	Adeline Street from Harmon Street to Alcatraz Avenue - West Side		
Scenario	Existing Conditions		
Sidewalks in Urbanized Areas		**Individual Criteria Streetscore+ Score**	**Streetscore+ Score**
Criteria	**Input**		
Useable Sidewalk Width (feet)	*8*	**1**	**2**
Sidewalk Quality	*Even, Smooth Surface*	**1**	
Sidewalk Accessibility	*Driveway Curb Cuts Generally Out of the Sidewalk Zone*	**1**	
Landscape Buffer and Street Trees	*Yes, Continuous*	**1**	
# of Lanes	*2*	**1**	
Prevailing Speed	*30 mph*	**2**	
Lighting	*Pedestrian-scale*	**1**	
Heavy Vehicles	*<=5%*	**1**	
Crosswalk Frequency	*Spaced Every 400' or less*	**1**	

Segment Name	Adeline Street from Harmon Street to Alcatraz Avenue - East Side		
Scenario	Existing Conditions		
Sidewalks in Urbanized Areas		**Individual Criteria Streetscore+ Score**	**Streetscore+ Score**
Criteria	**Input**		
Useable Sidewalk Width (feet)	*7.5*	**2**	**2**
Sidewalk Quality	*Even, Smooth Surface*	**1**	
Sidewalk Accessibility	*Driveway Curb Cuts Generally Out of the Sidewalk Zone*	**1**	
Landscape Buffer and Street Trees	*Yes, Continuous*	**1**	
# of Lanes	*2*	**1**	
Prevailing Speed	*30 mph*	**2**	
Lighting	*Pedestrian-scale*	**1**	
Heavy Vehicles	*<=5%*	**1**	
Crosswalk Frequency	*Spaced Every 400' or less*	**1**	

StreetScore+

Pedestrian Score by Segment

Segment Name	Adeline Street from Alcatraz Avenue to 63rd Street - West Side		
Scenario	Existing Conditions		
Sidewalks in Urbanized Areas		**Individual Criteria Streetscore+ Score**	**Streetscore+ Score**
Criteria	**Input**		
Useable Sidewalk Width (feet)	*6*	**2**	**4**
Sidewalk Quality	*Some rough spots*	**4**	
Sidewalk Accessibility	*Driveway Curb Cuts Generally Out of the Sidewalk Zone*	**1**	
Landscape Buffer and Street Trees	*Yes, Continuous*	**1**	
# of Lanes	*2*	**1**	
Prevailing Speed	*30 mph*	**2**	
Lighting	*Pedestrian-scale*	**1**	
Heavy Vehicles	*<=5%*	**1**	
Crosswalk Frequency	*>400'*	**3**	

Segment Name	Adeline Street from Alcatraz Avenue to 63rd Street - East Side		
Scenario	Existing Conditions		
Sidewalks in Urbanized Areas		**Individual Criteria Streetscore+ Score**	**Streetscore+ Score**
Criteria	**Input**		
Useable Sidewalk Width (feet)	*N/A*	**N/A**	**N/A**
Sidewalk Quality	*N/A*	**N/A**	
Sidewalk Accessibility	*N/A*	**N/A**	
Landscape Buffer and Street Trees	*N/A*	**N/A**	
# of Lanes	*N/A*	**N/A**	
Prevailing Speed	*N/A*	**N/A**	
Lighting	*N/A*	**N/A**	
Heavy Vehicles	*N/A*	**N/A**	
Crosswalk Frequency	*N/A*	**N/A**	

StreetScore+

Pedestrian Score by Segment

Segment Name	Adeline Street from 63rd Street to 62nd Street - West Side		
Scenario	Existing Conditions		
Sidewalks in Urbanized Areas		**Individual Criteria Streetscore+ Score**	**Streetscore+ Score**
Criteria	**Input**		
Useable Sidewalk Width (feet)	*12*	**1**	**2**
Sidewalk Quality	*Even, Smooth Surface*	**1**	
Sidewalk Accessibility	*Driveway Curb Cuts Generally Out of the Sidewalk Zone*	**1**	
Landscape Buffer and Street Trees	*Yes, Continuous*	**1**	
# of Lanes	*2*	**1**	
Prevailing Speed	*30 mph*	**2**	
Lighting	*Pedestrian-scale*	**1**	
Heavy Vehicles	*<=5%*	**1**	
Crosswalk Frequency	*Spaced Every 400' or less*	**1**	

Segment Name	Adeline Street from 63rd Street to 62nd Street - East Side		
Scenario	Existing Conditions		
Sidewalks in Urbanized Areas		**Individual Criteria Streetscore+ Score**	**Streetscore+ Score**
Criteria	**Input**		
Useable Sidewalk Width (feet)	*6*	**2**	**4**
Sidewalk Quality	*Some rough spots - need to check?*	**4**	
Sidewalk Accessibility	*Driveway Curb Cuts Generally Out of the Sidewalk Zone*	**1**	
Landscape Buffer and Street Trees	*Yes, Continuous*	**1**	
# of Lanes	*2*	**1**	
Prevailing Speed	*30 mph*	**2**	
Lighting	*Pedestrian-scale*	**1**	
Heavy Vehicles	*<=5%*	**1**	
Crosswalk Frequency	*>400'*	**3**	

StreetScore+

Bicycle Score by Segment

Segment Name	Shattuck Avenue/Adeline Street from Dwight Way to Stuart Street, Adeline Street from Woolset Street to 62nd Street - West Side
Scenario	Existing Conditions

Bicycle Infrastructure - Bike Route/No Bike Lane		**Individual Criteria Streetscore+ Score**	**Streetscore+ Score**
Criteria	**Input**		
# of Lanes	*4*	**3**	**4**
Prevailing Speed	*30 mph*	**4**	

Segment Name	Shattuck Avenue/Adeline Street from Dwight Way to Stuart Street, Adeline Street from Woolset Street to 62nd Street - East Side
Scenario	Existing Conditions

Bicycle Infrastructure - Bike Route/No Bike Lane		**Individual Criteria Streetscore+ Score**	**Streetscore+ Score**
Criteria	**Input**		
# of Lanes	*4*	**3**	**4**
Prevailing Speed	*30 mph*	**4**	

StreetScore+

Bicycle Score by Segment

Segment Name	Adeline Street, Stuart Street to Oregon Street and Russell Street to Ashby Avenue - West Side		
Scenario	Existing Conditions		
Bicycle Infrastructure - Bike Lane		**Individual Criteria Streetscore+ Score**	**Streetscore+ Score**
Criteria	**Input**		
# of Lanes	*2*	**1**	**2**
Prevailing Speed	*30 mph*	**2**	
Is the bikeway frequently blocked?	*No*	**1**	
Combined bicycle lane/parking lane width	*>=15'*	**1**	

Segment Name	Adeline Street, Stuart Street to Oregon Street and Russell Street to Ashby Avenue - East Side		
Scenario	Existing Conditions		
Bicycle Infrastructure - Bike Lane		**Individual Criteria Streetscore+ Score**	**Streetscore+ Score**
Criteria	**Input**		
# of Lanes	*2*	**1**	**2**
Prevailing Speed	*30 mph*	**2**	
Is the bikeway frequently blocked?	*No*	**1**	
Combined bicycle lane/parking lane width	*>=15'*	**1**	

StreetScore+

Bicycle Score by Segment

Segment Name	Adeline Street, Oregon Street to Russell Street - West Side		
Scenario	Existing Conditions		
Bicycle Infrastructure - Bike Lane		**Individual Criteria Streetscore+ Score**	**Streetscore+ Score**
Criteria	**Input**		
# of Lanes	*2*	**1**	**2**
Prevailing Speed	*30 mph*	**2**	
Is the bikeway frequently blocked?	*No*	**2**	
Combined bicycle lane/parking lane width	*>=15'*	**1**	

Segment Name	Adeline Street, Oregon Street to Russell Street - East Side		
Scenario	Existing Conditions		
Bicycle Infrastructure - Bike Lane		**Individual Criteria Streetscore+ Score**	**Streetscore+ Score**
Criteria	**Input**		
# of Lanes	*2*	**1**	**3**
Prevailing Speed	*30 mph*	**2**	
Is the bikeway frequently blocked?	*Yes*	**3**	
Combined bicycle lane/parking lane width	*>=15'*	**1**	

StreetScore+

Bicycle Score by Segment

Segment Name	Adeline Street, Ashby Avenue to Woolsey Street - West Side		
Scenario	Existing Conditions		
Bicycle Infrastructure - Bike Lane		**Individual Criteria Streetscore+ Score**	**Streetscore+ Score**
Criteria	**Input**		
# of Lanes	*4*	**3**	**3**
Prevailing Speed	*30 mph*	**2**	
Is the bikeway frequently blocked?	*No*	**1**	
Combined bicycle lane/parking lane width	*>=15'*	**1**	

Segment Name	Adeline Street, Ashby Avenue to Woolsey Street - East Side		
Scenario	Existing Conditions		
Bicycle Infrastructure - Bike Lane		**Individual Criteria Streetscore+ Score**	**Streetscore+ Score**
Criteria	**Input**		
# of Lanes	*4*	**3**	**3**
Prevailing Speed	*30 mph*	**2**	
Is the bikeway frequently blocked?	*No*	**1**	
Combined bicycle lane/parking lane width	*>=15'*	**1**	

StreetScore+

Pedestrian and Bicycle Score by Intersection

Intersection Name	Shattuck Avenue/Dwight Way		
Scenario	Existing Conditions		
Pedestrian Streetscore+ for Intersection		**Individual Criteria Streetscore+ Score**	**Streetscore+ Score**
Criteria	**Input**		
What is the longest crossing	*5 lanes with median*	**2**	**4**
Does the signal have pedestrian-friendly signals?	*Yes, 24-hour recall or fixed timing*	**1**	
Does the signal have audible push buttons and pedestrian signals?	*Missing pedestrian signals, no countdown signals, or not accessible*	**4**	
What kind of curb ramps are present?	*Directional curb ramp*	**1**	
Are there right-turn slip lanes at the intersection?	*No*		
Conflicts and Mitigation	*Low speed, low conflicts or high speed with mitigated conflicts*	**1**	

Intersection Name	Shattuck Avenue/Dwight Way		
Scenario	Existing Conditions		
Bicycle Streetscore+ for Intersection		**Individual Criteria Streetscore+ Score**	**Streetscore+ Score**
Criteria	**Input**		
What is the bicycle facility type?	*Bicycle Route or No Designated Bikeway*		**4**
Is there a right turn lane?	*No*	**1**	
What is the right-turn speed? (mph)	*15*	**1**	
Does the configuration present additional hazards?	*Yes (parking aisle exit)*	**4**	

StreetScore+

Pedestrian and Bicycle Score by Intersection

Intersection Name	Shattuck Avenue/Adeline Street		
Scenario	Existing Conditions		
Pedestrian Streetscore+ for Intersection		**Individual Criteria Streetscore+ Score**	**Streetscore+ Score**
Criteria	**Input**		
What is the longest crossing	*5 lanes with median*	**2**	**4**
Does the signal have pedestrian-friendly signals?	*No, fully actuated*	**4**	
Does the signal have audible push buttons and pedestrian signals?	*Missing pedestrian signals, no countdown signals, or not accessible*	**4**	
What kind of curb ramps are present?	*Diagonal curb ramp*	**2**	
Are there right-turn slip lanes at the intersection?	*No*		
Conflicts and Mitigation	*Low speed, low conflicts or high speed with mitigated conflicts*	**1**	

Intersection Name	Shattuck Avenue/Adeline Street		
Scenario	Existing Conditions		
Bicycle Streetscore+ for Intersection		**Individual Criteria Streetscore+ Score**	**Streetscore+ Score**
Criteria	**Input**		
What is the bicycle facility type?	*Bicycle Route or No Designated Bikeway*		**4**
Is there a right turn lane?	*Yes, >150'*	**4**	
What is the right-turn speed? (mph)	*20*	**4**	
Does the configuration present additional hazards?	*Yes (complicated intersection configuration)*	**4**	

StreetScore+

Pedestrian and Bicycle Score by Intersection

Intersection Name	Adeline Street/Ashby Avenue		
Scenario	Existing Conditions		
Pedestrian Streetscore+ for Intersection		**Individual Criteria Streetscore+ Score**	**Streetscore+ Score**
Criteria	**Input**		
What is the longest crossing	*6+ lanes*	**2**	**4**
Does the signal have pedestrian-friendly signals?	*No, fully actuated*	**4**	
Does the signal have audible push buttons and pedestrian signals?	*Countdown signals, vibrotactile/audible push buttons & signals*	**1**	
What kind of curb ramps are present?	*Directional curb ramp*	**1**	
Are there right-turn slip lanes at the intersection?	*Yes*		
What is the slip lane control?	*Mitigated speeds*	**3**	
Conflicts and Mitigation	*Low speed, low conflicts or high speed with mitigated conflicts*	**1**	

Intersection Name	Adeline Street/Ashby Avenue		
Scenario	Existing Conditions		
Bicycle Streetscore+ for Intersection		**Individual Criteria Streetscore+ Score**	**Streetscore+ Score**
Criteria	**Input**		
What is the bicycle facility type?	*Bicycle Lane*		**4**
Is there a right turn lane?	*Yes, 76-150'*	**2**	
Does the right lane start abruptly with an 8:1-10:1 taper?	*No*	**3**	
Is there more than one right-turn lane?	*No*		
What is the right-turn speed? (mph)	*20*	**4**	
What is the bicyclist movement across the conflict area?	*Bicycle continues straight*	**2**	
Does the configuration present additional hazards?	*Yes (complicated intersection configuration)*	**4**	

StreetScore+

Pedestrian and Bicycle Score by Intersection

Intersection Name	Adeline Street/Martin Luther King Jr Way		
Scenario	Existing Conditions		
Pedestrian Streetscore+ for Intersection		**Individual Criteria Streetscore+ Score**	**Streetscore+ Score**
Criteria	**Input**		
What is the longest crossing	*5 lanes with median*	**2**	**4**
Does the signal have pedestrian-friendly signals?	*No, fully actuated*	**4**	
Does the signal have audible push buttons and pedestrian signals?	*Missing pedestrian signals, no countdown signals, or not accessible*	**4**	
What kind of curb ramps are present?	*Directional curb ramp*	**1**	
Are there right-turn slip lanes at the intersection?	*No*		
What is the slip lane control?	*Pedestrian given ROW*	**2**	
Conflicts and Mitigation	*Low speed, low conflicts or high speed with mitigated conflicts*	**1**	

Intersection Name	Adeline Street/Martin Luther King Jr Way		
Scenario	Existing Conditions		
Bicycle Streetscore+ for Intersection		**Individual Criteria Streetscore+ Score**	**Streetscore+ Score**
Criteria	**Input**		
What is the bicycle facility type?	*Bicycle Lane*		**4**
Is there a right turn lane?	*Yes, 76-150'*	**2**	
Does the right lane start abruptly with an 8:1-10:1 taper?	*No*	**3**	
Is there more than one right-turn lane?	*Yes*	**4**	
What is the right-turn speed? (mph)	*25*	**4**	
What is the bicyclist movement across the conflict area?	*Bicycle continues straight*	**2**	
Does the configuration present additional hazards?	*Yes (complicated intersection configuration)*	**4**	

StreetScore+

Pedestrian and Bicycle Score by Intersection

Intersection Name	Adeline Street/Alcatraz Avenue		
Scenario	Existing Conditions		
Pedestrian Streetscore+ for Intersection		**Individual Criteria Streetscore+ Score**	**Streetscore+ Score**
Criteria	**Input**		
What is the longest crossing	*6+ lanes*	**4**	**4**
Does the signal have pedestrian-friendly signals?	*Yes, 24-hour recall or fixed timing*	**1**	
Does the signal have audible push buttons and pedestrian signals?	*Missing pedestrian signals, no countdown signals, or not accessible*	**4**	
What kind of curb ramps are present?	*Directional curb ramp*	**1**	
Are there right-turn slip lanes at the intersection?	*No*		
Conflicts and Mitigation	*Low speed, low conflicts or high speed with mitigated conflicts*	**1**	

Intersection Name	Adeline Street/Alcatraz Avenue		
Scenario	Existing Conditions		
Bicycle Streetscore+ for Intersection		**Individual Criteria Streetscore+ Score**	**Streetscore+ Score**
Criteria	**Input**		
What is the bicycle facility type?	*Bicycle Route or No Designated Bikeway*		**4**
Is there a right turn lane?	*No*	**1**	
What is the right-turn speed? (mph)	*15*	**1**	
Does the configuration present additional hazards?	*Yes (parking aisle exit)*	**4**	

StreetScore+

Pedestrian and Bicycle Score by Intersection

Intersection Name	Martin Luther King Jr Way/Adeline Street		
Scenario	Existing Conditions		
Pedestrian Streetscore+ for Intersection		**Individual Criteria Streetscore+ Score**	**Streetscore+ Score**
Criteria	**Input**		
What is the longest crossing	*6+ lanes*	**4**	**4**
Does the signal have pedestrian-friendly signals?	*No, fully actuated*	**4**	
Does the signal have audible push buttons and pedestrian signals?	*Missing pedestrian signals, no countdown signals, or not accessible*	**4**	
What kind of curb ramps are present?	*Diagonal curb ramp*	**2**	
Are there right-turn slip lanes at the intersection?	*No*		
Conflicts and Mitigation	*Low speed, low conflicts or high speed with mitigated conflicts*	**1**	

Intersection Name	Martin Luther King Jr Way/Adeline Street		
Scenario	Existing Conditions		
Bicycle Streetscore+ for Intersection		**Individual Criteria Streetscore+ Score**	**Streetscore+ Score**
Criteria	**Input**		
What is the bicycle facility type?	*Bicycle Route or No Designated Bikeway*		**4**
Is there a right turn lane?	*No*	**1**	
What is the right-turn speed? (mph)	*20*	**4**	
Does the configuration present additional hazards?	*Yes (low-visibility curves)*	**4**	

StreetScore+

Pedestrian Score by Segment

Segment Name	Shattuck Avenue from Dwight Way to Derby Street, Adeline Street from Ashby Avenue to Woolsey Street - West Side
Scenario	Plus Project

Sidewalks in Urbanized Areas		**Individual Criteria Streetscore+ Score**	**Streetscore+ Score**
Criteria	**Input**		
Useable Sidewalk Width (feet)	*9*	**1**	**2**
Sidewalk Quality	*Even, Smooth Surface*	**1**	
Sidewalk Accessibility	*Driveway Curb Cuts Generally Out of the Sidewalk Zone*	**1**	
Landscape Buffer and Street Trees	*Yes, Continuous*	**1**	
# of Lanes	*4*	**2**	
Prevailing Speed	*25 mph*	**1**	
Lighting	*Pedestrian-Scale*	**1**	
Heavy Vehicles	*<=5%*	**1**	
Crosswalk Frequency	*Spaced Every 400' or less*	**1**	

Segment Name	Shattuck Avenue from Dwight Way to Derby Street, Adeline Street from Ashby Avenue to Woolsey Street - East Side
Scenario	Plus Project

Sidewalks in Urbanized Areas		**Individual Criteria Streetscore+ Score**	**Streetscore+ Score**
Criteria	**Input**		
Useable Sidewalk Width (feet)	*9*	**1**	**2**
Sidewalk Quality	*Even, Smooth Surface*	**1**	
Sidewalk Accessibility	*Driveway Curb Cuts Generally Out of the Sidewalk Zone*	**1**	
Landscape Buffer and Street Trees	*Yes, Continuous*	**1**	
# of Lanes	*4*	**2**	
Prevailing Speed	*25 mph*	**1**	
Lighting	*Pedestrian-Scale*	**1**	
Heavy Vehicles	*<=5%*	**1**	
Crosswalk Frequency	*Spaced Every 400' or less*	**1**	

StreetScore+

Pedestrian Score by Segment

Segment Name	Adeline Street from Derby Street to Ashby Avenue, Adeline Street from Harmon Street to 62nd Street - West Side
Scenario	Plus Project

Sidewalks in Urbanized Areas		**Individual Criteria Streetscore+ Score**	**Streetscore+ Score**
Criteria	**Input**		
Useable Sidewalk Width (feet)	*9*	**1**	**1**
Sidewalk Quality	*Even, Smooth Surface*	**1**	
Sidewalk Accessibility	*Driveway Curb Cuts Generally Out of the Sidewalk Zone*	**1**	
Landscape Buffer and Street Trees	*Yes, Continuous*	**1**	
# of Lanes	*2*	**1**	
Prevailing Speed	*25 mph*	**1**	
Lighting	*Pedestrian-Scale*	**1**	
Heavy Vehicles	*<=5%*	**1**	
Crosswalk Frequency	*Spaced Every 400' or less*	**1**	

Segment Name	Adeline Street from Derby Street to Ashby Avenue, Adeline Street from Harmon Street to 62nd Street - East Side
Scenario	Plus Project

Sidewalks in Urbanized Areas		**Individual Criteria Streetscore+ Score**	**Streetscore+ Score**
Criteria	**Input**		
Useable Sidewalk Width (feet)	*9*	**1**	**2**
Sidewalk Quality	*Even, Smooth Surface*	**1**	
Sidewalk Accessibility	*Driveway Curb Cuts Generally Out of the Sidewalk Zone*	**1**	
Landscape Buffer and Street Trees	*Yes, Continuous*	**1**	
# of Lanes	*4*	**2**	
Prevailing Speed	*25 mph*	**1**	
Lighting	*Pedestrian-Scale*	**1**	
Heavy Vehicles	*<=5%*	**1**	
Crosswalk Frequency	*Spaced Every 400' or less*	**1**	

StreetScore+

Pedestrian Score by Segment

Segment Name	Adeline Street from Derby Street to Ashby Avenue - West Side		
Scenario	Plus Project		
Sidewalks in Urbanized Areas		**Individual Criteria Streetscore+ Score**	**Streetscore+ Score**
Criteria	**Input**		
Useable Sidewalk Width (feet)	*9*	**1**	**2**
Sidewalk Quality	*Even, Smooth Surface*	**1**	
Sidewalk Accessibility	*Driveway Curb Cuts Generally Out of the Sidewalk Zone*	**1**	
Landscape Buffer and Street Trees	*Yes, Continuous*	**1**	
# of Lanes	*4*	**2**	
Prevailing Speed	*25 mph*	**1**	
Lighting	*Pedestrian-Scale*	**1**	
Heavy Vehicles	*<=5%*	**1**	
Crosswalk Frequency	*Spaced Every 400' or less*	**1**	

Segment Name	Adeline Street from Derby Street to Ashby Avenue - East Side		
Scenario	Plus Project		
Sidewalks in Urbanized Areas		**Individual Criteria Streetscore+ Score**	**Streetscore+ Score**
Criteria	**Input**		
Useable Sidewalk Width (feet)	*9*	**1**	**2**
Sidewalk Quality	*Even, Smooth Surface*	**1**	
Sidewalk Accessibility	*Driveway Curb Cuts Generally Out of the Sidewalk Zone*	**1**	
Landscape Buffer and Street Trees	*Yes, Continuous*	**1**	
# of Lanes	*4*	**2**	
Prevailing Speed	*25 mph*	**1**	
Lighting	*Pedestrian-Scale*	**1**	
Heavy Vehicles	*<=5%*	**1**	
Crosswalk Frequency	*Spaced Every 400' or less*	**1**	

StreetScore+

Bicycle Score by Segment

Segment Name	Shattuck Avenue from Dwight Way to Derby Street - West Side		
Scenario	Plus Project		
Bicycle Infrastructure - Cycle Track		**Individual Criteria Streetscore+ Score**	**Streetscore+ Score**
Criteria	**Input**		
Type of Cycle Track	*Raised*	**1**	**1**
Bicycle Facility Width	*6.5'*	**1**	
Is there on-street parking?	*Yes*	**1**	
What is the visibility at minor streets?	*Good - Parking Prohibited Greater than 30' from Intersection*	**1**	
Is the bikeway frequently blocked?	*No*	**1**	

Segment Name	Shattuck Avenue from Dwight Way to Derby Street - West Side		
Scenario	Plus Project		
Bicycle Infrastructure - Cycle Track		**Individual Criteria Streetscore+ Score**	**Streetscore+ Score**
Criteria	**Input**		
Type of Cycle Track	*Raised*	**1**	**1**
Bicycle Facility Width	*6.5'*	**1**	
Is there on-street parking?	*Yes*	**1**	
What is the visibility at minor streets?	*Good - Parking Prohibited Greater than 30' from Intersection*	**1**	
Is the bikeway frequently blocked?	*No*	**1**	

StreetScore+

Bicycle Score by Segment

Segment Name	Adeline Street from Derby Street to Ashby Avenue - West Side		
Scenario	Plus Project		
Bicycle Infrastructure - Cycle Track		**Individual Criteria Streetscore+ Score**	**Streetscore+ Score**
Criteria	**Input**		
Type of Cycle Track	*Raised*	**1**	**2**
Bicycle Facility Width	*6.5'*	**1**	
Is there on-street parking?	*No*		
Is the curb mountable, or is there a furnished zone buffer?	*Mountable Curb*	**2**	
What is the width of the mountable curb?	*>=1'*	**2**	
What is the visibility at minor streets?	*Good - Parking Prohibited Greater than 30' from Intersection*	**1**	
Is the bikeway frequently blocked?	*No*	**1**	

Segment Name	Adeline Street from Derby Street to Ashby Avenue - East Side		
Scenario	Plus Project		
Bicycle Infrastructure - Cycle Track		**Individual Criteria Streetscore+ Score**	**Streetscore+ Score**
Criteria	**Input**		
Type of Cycle Track	*Raised*	**1**	**1**
Bicycle Facility Width	*6.5'*	**1**	
Is there on-street parking?	*Yes*	**1**	
What is the visibility at minor streets?	*Good - Parking Prohibited Greater than 30' from Intersection*	**1**	
Is the bikeway frequently blocked?	*No*	**1**	

StreetScore+

Bicycle Score by Segment

Segment Name	Adeline Street from Ashby Avenue to Martin Luther King Jr Way- Both Sides (Two-Way Cycle Track)
Scenario	Plus Project

Bicycle Infrastructure - Cycle Track		**Individual Criteria Streetscore+ Score**	**Streetscore+ Score**
Criteria	**Input**		
Type of Cycle Track	*Raised*	**1**	**1**
Bicycle Facility Width	*6.5'*	**1**	
Is there on-street parking?	*Yes*	**1**	
What is the visibility at minor streets?	*Good - Parking Prohibited Greater than 30' from Intersection*	**1**	
Is the bikeway frequently blocked?	*No*	**1**	

StreetScore+

Bicycle Score by Segment

Segment Name	Adeline Street from Martin Luther King Jr Way to Alcatraz Avenue - West Side		
Scenario	Plus Project		
Bicycle Infrastructure - Cycle Track		**Individual Criteria Streetscore+ Score**	**Streetscore+ Score**
Criteria	**Input**		
Type of Cycle Track	*Raised*	**1**	**2**
Bicycle Facility Width	*6.5'*	**1**	
Is there on-street parking?	*No*		
Is the curb mountable, or is there a furnished zone buffer?	*Mountable Curb*	**2**	
What is the width of the mountable curb?	*>=1'*	**2**	
What is the visibility at minor streets?	*Good - Parking Prohibited Greater than 30' from Intersection*	**1**	
Is the bikeway frequently blocked?	*No*	**1**	

Segment Name	Adeline Street from Martin Luther King Jr Way to Alcatraz Avenue - East Side		
Scenario	Plus Project		
Bicycle Infrastructure - Cycle Track		**Individual Criteria Streetscore+ Score**	**Streetscore+ Score**
Criteria	**Input**		
Type of Cycle Track	*Raised*	**1**	**2**
Bicycle Facility Width	*6.5'*	**1**	
Is there on-street parking?	*No*		
Is the curb mountable, or is there a furnished zone buffer?	*Mountable Curb*	**2**	
What is the width of the mountable	*>=1'*	**2**	
What is the visibility at minor streets?	*Good - Parking Prohibited Greater than 30' from Intersection*	**1**	
Is the bikeway frequently blocked?	*No*	**1**	

StreetScore+

Bicycle Score by Segment

Segment Name	Adeline Street from Alcatraz Avenue to 62nd Street - West Side		
Scenario	Plus Project		
Bicycle Infrastructure - Cycle Track		**Individual Criteria Streetscore+ Score**	**Streetscore+ Score**
Criteria	**Input**		
Type of Cycle Track	*Raised*	**1**	**1**
Bicycle Facility Width	*6.5'*	**1**	
Is there on-street parking?	*No*		
Is the curb mountable, or is there a furnished zone buffer?	*Furnishing Buffer Zone*		
What is the width of the mountable curb?	*>=4'*	**1**	
What is the visibility at minor streets?	*Good - Parking Prohibited Greater than 30' from Intersection*	**1**	
Is the bikeway frequently blocked?	*No*	**1**	

Segment Name	Adeline Street from Alcatraz Avenue to 62nd Street - West Side		
Scenario	Plus Project		
Bicycle Infrastructure - Cycle Track		**Individual Criteria Streetscore+ Score**	**Streetscore+ Score**
Criteria	**Input**		
Type of Cycle Track	*Raised*	**1**	**1**
Bicycle Facility Width	*6.5'*	**1**	
Is there on-street parking?	*No*		
Is the curb mountable, or is there a furnished zone buffer?	*Furnishing Buffer Zone*		
What is the width of the mountable	*>=4'*	**1**	
What is the visibility at minor streets?	*Good - Parking Prohibited Greater than 30' from Intersection*	**1**	
Is the bikeway frequently blocked?	*No*	**1**	

StreetScore+

Pedestrian and Bicycle Score by Intersection

Intersection Name	Shattuck Avenue/Dwight Way		
Scenario	Plus Project		
Pedestrian Streetscore+ for Intersection		**Individual Criteria Streetscore+ Score**	**Streetscore+ Score**
Criteria	**Input**		
What is the longest crossing	*5 lanes with median*	**2**	**2**
Does the signal have pedestrian-friendly signals?	*Yes, 24-hour recall or fixed timing*	**1**	
Does the signal have audible push buttons and pedestrian signals?	*Countdown signals, vibrotactile/audible push buttons & signals*	**1**	
What kind of curb ramps are present?	*Directional curb ramp*	**1**	
Are there right-turn slip lanes at the intersection?	*No*		
Conflicts and Mitigation	*Low speed, low conflicts or high speed with mitigated conflicts*	**1**	

Intersection Name	Shattuck Avenue/Dwight Way		
Scenario	Plus Project		
Bicycle Streetscore+ for Intersection		**Individual Criteria Streetscore+ Score**	**Streetscore+ Score**
Criteria	**Input**		
What is the bicycle facility type?	*Cycle Track*		**2**
What is the approach geometry?	*Separation or barrier*	**2**	
What is the auto right-turn volume at the intersection?	*<150 VPH*		
How are bicycle left-turn accommodated?	*Two-stage turn box*	**2**	
How are conflicting auto left-turn movements across the cycle track addressed?	*Separate signal phasing for cycle track with barrier*	**1**	
Are there good sightlines at the intersection?	*Yes*	**1**	

StreetScore+

Pedestrian and Bicycle Score by Intersection

Intersection Name	Shattuck Avenue/Adeline Street		
Scenario	Plus Project		
Pedestrian Streetscore+ for Intersection		**Individual Criteria Streetscore+ Score**	**Streetscore+ Score**
Criteria	**Input**		
What is the longest crossing	*5 lanes with median*	**2**	**2**
Does the signal have pedestrian-friendly signals?	*Yes, 24-hour recall or fixed timing*	**1**	
Does the signal have audible push buttons and pedestrian signals?	*Countdown signals, vibrotactile/audible push buttons & signals*	**1**	
What kind of curb ramps are present?	*Directional curb tamp*	**1**	
Are there right-turn slip lanes at the intersection?	*No*		
Conflicts and Mitigation	*Low speed, low conflicts or high speed with mitigated conflicts*	**1**	

Intersection Name	Shattuck Avenue/Adeline Street		
Scenario	Plus Project		
Bicycle Streetscore+ for Intersection		**Individual Criteria Streetscore+ Score**	**Streetscore+ Score**
Criteria	**Input**		
What is the bicycle facility type?	*Cycle Track*		**2**
What is the approach geometry?	*Separation or barrier*	**2**	
What is the auto right-turn volume at the intersection?	*<150 VPH*		
How are bicycle left-turn accommodated?	*Two-stage turn box*	**2**	
How are conflicting auto left-turn	*Protected left turns*	**1**	
Are there good sightlines at the intersection?	*Yes*	**1**	

StreetScore+

Pedestrian and Bicycle Score by Intersection

Intersection Name	Adeline Street/Ashby Avenue		
Scenario	Plus Project		
Pedestrian Streetscore+ for Intersection		**Individual Criteria Streetscore+ Score**	**Streetscore+ Score**
Criteria	**Input**		
What is the longest crossing	*5 lanes with median*	**2**	**2**
Does the signal have pedestrian-friendly signals?	*Yes, peak hour recall*	**2**	
Does the signal have audible push buttons and pedestrian signals?	*Countdown signals, vibrotactile/audible push buttons & signals*	**1**	
What kind of curb ramps are present?	*Directional curb ramp*	**1**	
Are there right-turn slip lanes at the intersection?	*Yes*		
What is the slip lane control?	*Pedestrian given ROW*	**2**	
Conflicts and Mitigation	*Low speed, low conflicts or high speed with mitigated conflicts*	**1**	

Intersection Name	Adeline Street/Ashby Avenue		
Scenario	Plus Project		
Bicycle Streetscore+ for Intersection		**Individual Criteria Streetscore+ Score**	**Streetscore+ Score**
Criteria	**Input**		
What is the bicycle facility type?	*Cycle Track*		**1**
What is the approach geometry?	*Separate signal phasing for cycle*	**1**	
What is the auto right-turn volume at the intersection?	*<150 VPH*		
How are bicycle left-turn accommodated?	*Protected left turn*	**1**	
How are conflicting auto left-turn movements across the cycle track	*Protected left turns*	**1**	
Are there good sightlines at the intersection?	*Yes*	**1**	

StreetScore+

Pedestrian and Bicycle Score by Intersection

Intersection Name	Adeline Street/Martin Luther King Jr Way		
Scenario	Plus Project		
Pedestrian Streetscore+ for Intersection		**Individual Criteria Streetscore+ Score**	**Streetscore+ Score**
Criteria	**Input**		
What is the longest crossing	*5 lanes with median*	**2**	**2**
Does the signal have pedestrian-friendly signals?	*Yes, peak hour recall*	**2**	
Does the signal have audible push buttons and pedestrian signals?	*Countdown signals, vibrotactile/audible push buttons & signals*	**1**	
What kind of curb ramps are present?	*Directional curb ramp*	**1**	
Are there right-turn slip lanes at the intersection?	*No*		
Conflicts and Mitigation	*Low speed, low conflicts or high speed with mitigated conflicts*	**1**	

Intersection Name	Adeline Street/Martin Luther King Jr Way		
Scenario	Plus Project		
Bicycle Streetscore+ for Intersection		**Individual Criteria Streetscore+ Score**	**Streetscore+ Score**
Criteria	**Input**		
What is the bicycle facility type?	*Cycle Track*		**1**
What is the approach geometry?	*Separate signal phasing for cycle*	**1**	
What is the auto right-turn volume at the intersection?	*<150 VPH*		
How are bicycle left-turn accommodated?	*Protected left turn*	**1**	
How are conflicting auto left-turn movements across the cycle track	*Protected left turns*	**1**	
Are there good sightlines at the intersection?	*Yes*	**1**	

StreetScore+

Pedestrian and Bicycle Score by Intersection

Intersection Name	Adeline Street/Alcatraz Avenue		
Scenario	Plus Project		
Pedestrian Streetscore+ for Intersection		**Individual Criteria Streetscore+ Score**	**Streetscore+ Score**
Criteria	**Input**		
What is the longest crossing	*5 lanes with median*	**2**	**2**
Does the signal have pedestrian-friendly signals?	*Yes, 24-hour recall or fixed timing*	**1**	
Does the signal have audible push buttons and pedestrian signals?	*Countdown signals, vibrotactile/audible push buttons & signals*	**1**	
What kind of curb ramps are present?	*Directional curb ramp*	**1**	
Are there right-turn slip lanes at the intersection?	*No*		
Conflicts and Mitigation	*Low speed, low conflicts or high speed with mitigated conflicts*	**1**	

Intersection Name	Adeline Street/Alcatraz Avenue		
Scenario	Plus Project		
Bicycle Streetscore+ for Intersection		**Individual Criteria Streetscore+ Score**	**Streetscore+ Score**
Criteria	**Input**		
What is the bicycle facility type?	*Cycle Track*		**2**
What is the approach geometry?	*Separate signal phasing for cycle*	**1**	
What is the auto right-turn volume at the intersection?	*>150 VPH*		
How are bicycle left-turn accommodated?	*Two-stage turn box*	**2**	
How are conflicting auto left-turn	*Protected left turns*	**1**	
Are there good sightlines at the intersection?	*Yes*	**1**	

StreetScore+

Pedestrian and Bicycle Score by Intersection

Intersection Name	Martin Luther King Jr Way/Adeline Street		
Scenario	Plus Project		
Pedestrian Streetscore+ for Intersection		**Individual Criteria Streetscore+ Score**	**Streetscore+ Score**
Criteria	**Input**		
What is the longest crossing	*5 lanes with median*	**2**	**2**
Does the signal have pedestrian-friendly signals?	*Yes, 24-hour recall or fixed timing*	**1**	
Does the signal have audible push buttons and pedestrian signals?	*Countdown signals, vibrotactile/audible push buttons & signals*	**1**	
What kind of curb ramps are present?	*Directional curb ramp*	**1**	
Are there right-turn slip lanes at the intersection?	*No*		
Conflicts and Mitigation	*Low speed, low conflicts or high speed with mitigated conflicts*	**1**	

Intersection Name	Martin Luther King Jr Way/Adeline Street		
Scenario	Plus Project		
Bicycle Streetscore+ for Intersection		**Individual Criteria Streetscore+ Score**	**Streetscore+ Score**
Criteria	**Input**		
What is the bicycle facility type?	*Cycle Track*		**1**
What is the approach geometry?	*Separate signal phasing for cycle*	**1**	
What is the auto right-turn volume at the intersection?	*>150 VPH*		
How are bicycle left-turn accommodated?	*Protected left turns*	**1**	
How are conflicting auto left-turn	*Protected left turns*	**1**	
Are there good sightlines at the intersection?	*Yes*	**1**	

APPENDIX C
TRANSPORTATION COUNTS

ALL TRAFFIC DATA

City of Berkeley
(916) 771-8700
orders@atdtraffic.com

All Vehicles on Unshifted
Peds & Bikes on Bank 1
Nothing on Bank 2

File Name : 15-7153-001 Shattuck Avenue-Dwight Way.ppd
Date : 4/8/2015

Unshifted Count = All Vehicles

	Shattuck Avenue Southbound					Dwight Way Westbound					Shattuck Avenue Northbound					Dwight Way Eastbound						
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total	Uturn Total
07:30	12	124	0	0	136	0	0	0	0	0	0	194	13	1	208	7	47	19	0	73	417	1
07:45	6	175	0	0	181	0	0	0	0	0	0	230	21	0	251	7	58	17	0	82	514	0
08:00	3	214	0	0	217	0	0	0	0	0	0	245	14	0	259	9	64	22	0	95	571	0
08:15	3	264	0	0	267	0	0	0	0	0	0	286	26	0	312	13	75	29	0	117	696	0
Total	24	777	0	0	801	0	0	0	0	0	0	955	74	1	1030	36	244	87	0	367	2198	1
08:30	0	240	0	0	240	0	0	0	0	0	0	242	28	0	270	12	74	19	0	105	615	0
08:45	3	218	0	0	221	0	0	0	0	0	0	265	28	0	293	18	69	25	0	112	626	0
09:00	1	186	0	0	187	0	0	0	0	0	0	233	22	0	255	19	76	26	0	121	563	0
09:15	2	201	0	0	203	0	0	0	0	0	0	218	25	0	243	14	69	27	0	110	556	0
Total	6	845	0	0	851	0	0	0	0	0	0	958	103	0	1061	63	288	97	0	448	2360	0
16:30	21	263	0	2	286	0	0	0	0	0	0	251	18	0	269	15	69	27	0	111	666	2
16:45	15	251	0	1	267	0	0	0	0	0	0	272	19	0	291	13	103	32	0	148	706	1
17:00	21	269	0	3	293	0	0	0	0	0	0	226	17	0	243	17	94	27	0	138	674	3
17:15	22	276	0	1	299	0	0	0	0	0	0	275	26	0	301	13	95	32	0	140	740	1
Total	79	1059	0	7	1145	0	0	0	0	0	0	1024	80	0	1104	58	361	118	0	537	2786	7
17:30	22	282	0	3	307	0	0	0	0	0	0	287	22	0	309	16	96	35	0	147	763	3
17:45	32	260	0	0	292	0	0	0	0	0	0	286	24	0	310	12	89	45	0	146	748	0
18:00	17	264	0	2	283	0	0	0	0	0	0	270	26	0	296	13	78	37	0	128	707	2
18:15	21	233	0	1	255	0	0	0	0	0	0	267	31	0	298	18	78	28	0	124	677	1
Total	92	1039	0	6	1137	0	0	0	0	0	0	1110	103	0	1213	59	341	145	0	545	2895	6
Grand Total	201	3720	0	13	3934	0	0	0	0	0	0	4047	360	1	4408	216	1234	447	0	1897	10239	14
Apprch %	5.1%	94.6%	0.0%	0.3%		0.0%	0.0%	0.0%	0.0%		0.0%	91.8%	8.2%	0.0%		11.4%	65.1%	23.6%	0.0%			
Total %	2.0%	36.3%	0.0%	0.1%	38.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	39.5%	3.5%	0.0%	43.1%	2.1%	12.1%	4.4%	0.0%	18.5%	100.0%	

AM PEAK HOUR	Shattuck Avenue Southbound					Dwight Way Westbound					Shattuck Avenue Northbound					Dwight Way Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 08:00 to 09:00																					
Peak Hour For Entire Intersection Begins at 08:00																					
08:00	3	214	0	0	217	0	0	0	0	0	0	245	14	0	259	9	64	22	0	95	571
08:15	3	264	0	0	267	0	0	0	0	0	0	286	26	0	312	13	75	29	0	117	696
08:30	0	240	0	0	240	0	0	0	0	0	0	242	28	0	270	12	74	19	0	105	615
08:45	3	218	0	0	221	0	0	0	0	0	0	265	28	0	293	18	69	25	0	112	626
Total Volume	9	936	0	0	945	0	0	0	0	0	0	1038	96	0	1134	52	282	95	0	429	2508
% App Total	1.0%	99.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%		0.0%	91.5%	8.5%	0.0%		12.1%	65.7%	22.1%	0.0%		
PHF	.750	.886	.000	.000	.885	.000	.000	.000	.000	.000	.000	.907	.857	.000	.909	.722	.940	.819	.000	.917	.901

PM PEAK HOUR	Shattuck Avenue Southbound					Dwight Way Westbound					Shattuck Avenue Northbound					Dwight Way Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 17:15 to 18:15																					
Peak Hour For Entire Intersection Begins at 17:15																					
17:15	22	276	0	1	299	0	0	0	0	0	0	275	26	0	301	13	95	32	0	140	740
17:30	22	282	0	3	307	0	0	0	0	0	0	287	22	0	309	16	96	35	0	147	763
17:45	32	260	0	0	292	0	0	0	0	0	0	286	24	0	310	12	89	45	0	146	748
18:00	17	264	0	2	283	0	0	0	0	0	0	270	26	0	296	13	78	37	0	128	707
Total Volume	93	1082	0	6	1181	0	0	0	0	0	0	1118	98	0	1216	54	358	149	0	561	2958
% App Total	7.9%	91.6%	0.0%	0.5%		0.0%	0.0%	0.0%	0.0%		0.0%	91.9%	8.1%	0.0%		9.6%	63.8%	26.6%	0.0%		
PHF	.727	.959	.000	.500	.962	.000	.000	.000	.000	.000	.000	.974	.942	.000	.981	.844	.932	.828	.000	.954	.969

ALL TRAFFIC DATA

City of Berkeley
All Vehicles on Unshifted
Peds & Bikes on Bank 1
Nothing on Bank 2

(916) 771-8700
orders@atdtraffic.com

File Name : 15-7153-001 Shattuck Avenue-Dwight Way.ppd
Date : 4/8/2015

Bank 1 Count = Peds & Bikes

	Shattuck Avenue Southbound					Dwight Way Westbound					Shattuck Avenue Northbound					Dwight Way Eastbound						
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total	Ped Total
07:30	1	2	0	6	3	0	0	0	24	0	0	3	0	15	3	0	1	0	13	1	7	58
07:45	1	2	0	13	3	0	0	0	20	0	0	7	0	8	7	0	0	0	12	0	10	53
08:00	0	2	0	13	2	0	0	1	24	1	0	6	0	10	6	0	0	0	15	0	9	62
08:15	1	1	0	10	2	0	0	0	25	0	0	8	1	18	9	0	0	0	20	0	11	73
Total	3	7	0	42	10	0	0	1	93	1	0	24	1	51	25	0	1	0	60	1	37	246
08:30	0	2	0	8	2	0	0	0	14	0	2	13	0	13	15	0	0	1	20	1	18	55
08:45	0	1	0	12	1	0	0	1	25	1	0	10	2	16	12	0	1	0	18	1	15	71
09:00	0	1	1	5	2	0	0	0	22	0	0	5	0	7	5	1	1	0	16	2	9	50
09:15	0	3	0	7	3	1	0	1	16	2	1	5	1	6	7	0	0	0	27	0	12	56
Total	0	7	1	32	8	1	0	2	77	3	3	33	3	42	39	1	2	1	81	4	54	232
16:30	0	4	1	3	5	0	0	2	20	2	1	6	0	9	7	0	0	0	50	0	14	82
16:45	0	5	0	4	5	1	1	0	20	2	0	8	1	19	9	1	0	0	42	1	17	85
17:00	1	6	0	7	7	1	0	0	19	1	0	7	0	15	7	0	2	0	41	2	17	82
17:15	1	12	0	5	13	0	0	0	29	0	0	7	0	28	7	0	1	1	48	2	22	110
Total	2	27	1	19	30	2	1	2	88	5	1	28	1	71	30	1	3	1	181	5	70	359
17:30	1	9	0	6	10	0	1	0	41	1	0	7	1	26	8	0	0	0	54	0	19	127
17:45	0	6	0	3	6	0	0	0	36	0	0	6	1	15	7	0	2	0	35	2	15	89
18:00	0	8	0	2	8	0	0	0	30	0	0	7	0	22	7	0	3	1	32	4	19	86
18:15	1	11	0	9	12	0	1	1	56	2	0	5	1	17	6	0	2	1	38	3	23	120
Total	2	34	0	20	36	0	2	1	163	3	0	25	3	80	28	0	7	2	159	9	76	422
Grand Total	7	75	2	113	84	3	3	6	421	12	4	110	8	244	122	2	13	4	481	19	237	1259
Apprch %	8.3%	89.3%	2.4%			25.0%	25.0%	50.0%			3.3%	90.2%	6.6%			10.5%	68.4%	21.1%				
Total %	3.0%	31.6%	0.8%		35.4%	1.3%	1.3%	2.5%		5.1%	1.7%	46.4%	3.4%		51.5%	0.8%	5.5%	1.7%		8.0%	100.0%	

AM PEAK HOUR	Shattuck Avenue Southbound					Dwight Way Westbound					Shattuck Avenue Northbound					Dwight Way Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 08:00 to 09:00																					
Peak Hour For Entire Intersection Begins at 08:00																					
08:00	0	2	0	13	2	0	0	1	24	1	0	6	0	10	6	0	0	0	15	0	9
08:15	1	1	0	10	2	0	0	0	25	0	0	8	1	18	9	0	0	0	20	0	11
08:30	0	2	0	8	2	0	0	0	14	0	2	13	0	13	15	0	0	1	20	1	18
08:45	0	1	0	12	1	0	0	1	25	1	0	10	2	16	12	0	1	0	18	1	15
Total Volume	1	6	0	43	7	0	0	2	88	2	2	37	3	57	42	0	1	1	73	2	53
% App Total	14.3%	85.7%	0.0%			0.0%	0.0%	100.0%			4.8%	88.1%	7.1%			0.0%	50.0%	50.0%			
PHF	.250	.750	.000		.875	.000	.000	.500		.500	.250	.712	.375		.700	.000	.250	.250		.500	.736

PM PEAK HOUR	Shattuck Avenue Southbound					Dwight Way Westbound					Shattuck Avenue Northbound					Dwight Way Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 17:15 to 18:15																					
Peak Hour For Entire Intersection Begins at 17:15																					
17:15	1	12	0	5	13	0	0	0	29	0	0	7	0	28	7	0	1	1	48	2	22
17:30	1	9	0	6	10	0	1	0	41	1	0	7	1	26	8	0	0	0	54	0	19
17:45	0	6	0	3	6	0	0	0	36	0	0	6	1	15	7	0	2	0	35	2	15
18:00	0	8	0	2	8	0	0	0	30	0	0	7	0	22	7	0	3	1	32	4	19
Total Volume	2	35	0	16	37	0	1	0	136	1	0	27	2	91	29	0	6	2	169	8	75
% App Total	5.4%	94.6%	0.0%			0.0%	100.0%	0.0%			0.0%	93.1%	6.9%			0.0%	75.0%	25.0%			
PHF	.500	.729	.000		.712	.000	.250	.000		.250	.000	.964	.500		.906	.000	.500	.500		.500	.852

Southbound Peds = North Leg (traveling EB or WB)
Westbound Peds = East Leg (traveling NB or SB)
Northbound Peds = South Leg (traveling EB or WB)
Eastbound Peds = West Leg (traveling NB or SB)

All Traffic Data

(916) 771-8700
orders@atdtraffic.com

City of Berkeley
All Vehicles on Unshifted Tab
Peds & Bikes on Bank 1 Tab
Nothing on Bank 2 Tab

File Name : 15-7153-002 Shattuck Avenue-Adeline Street-Ward Street
Site Code : 00000000
Start Date : 4/8/2015
Page No : 1

Groups Printed- Unshifted

	Shattuck Avenue Southbound						Ward Street Westbound						Shattuck Avenue Northbound						Adeline Street Northeastbound						Ward Street Eastbound						Driveway Southeastbound						
Start Time	Left	Thru	Bear Right	Right	Hard Right	App. Total	Left	Bear Left	Thru	Bear Right	Right	App. Total	Hard Left	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Bear Left	Bear Right	Hard Right	App. Total	Hard Left	Left	Thru	Right	Hard Right	App. Total	Hard Left	Bear Left	Bear Right	Right	Hard Right	App. Total	Int. Total
07:30	0	93	64	3	0	160	0	0	0	0	5	5	0	0	0	159	3	162	0	0	100	0	0	100	0	0	0	0	0	0	0	0	0	1	0	1	428
07:45	0	117	82	0	0	199	0	0	0	0	4	4	0	0	0	138	3	141	0	0	120	0	0	120	0	0	0	0	9	9	0	0	0	0	0	0	473
Total	0	210	146	3	0	359	0	0	0	0	9	9	0	0	0	297	6	303	0	0	220	0	0	220	0	0	0	0	9	9	0	0	0	1	0	1	901
08:00	0	138	111	2	0	251	0	0	0	0	12	12	0	0	0	143	0	143	0	0	144	0	2	146	0	0	0	0	4	4	0	0	0	5	0	5	561
08:15	0	166	120	1	0	287	0	0	0	0	8	8	0	0	0	163	1	164	0	0	185	0	1	186	0	0	0	0	2	2	0	0	0	1	1	2	649
08:30	0	150	95	1	0	246	0	0	0	0	10	10	0	0	0	161	1	162	0	0	176	0	1	177	0	0	0	0	5	5	0	0	0	1	0	1	601
08:45	0	149	93	4	0	246	0	0	0	0	4	4	0	0	0	154	2	156	0	0	158	0	1	159	0	0	0	0	7	7	0	0	0	2	0	2	574
Total	0	603	419	8	0	1030	0	0	0	0	34	34	0	0	0	621	4	625	0	0	663	0	5	668	0	0	0	0	18	18	0	0	0	9	1	10	2385
09:00	0	149	79	0	0	228	0	0	0	0	4	4	0	0	0	124	3	127	0	0	148	0	0	148	0	0	0	0	9	9	0	0	0	1	0	1	517
09:15	0	127	94	3	0	224	0	0	0	0	5	5	0	0	0	128	1	129	0	0	146	0	1	147	0	0	0	0	4	4	0	0	0	3	1	4	513
Total	0	276	173	3	0	452	0	0	0	0	9	9	0	0	0	252	4	256	0	0	294	0	1	295	0	0	0	0	13	13	0	0	0	4	1	5	1030
16:30	0	170	136	0	0	306	0	0	0	0	11	11	0	0	0	131	1	132	0	0	149	0	2	151	0	0	0	0	5	5	0	0	0	4	0	4	609
16:45	0	154	147	3	0	304	0	0	0	0	6	6	0	0	0	148	4	152	0	0	142	0	2	144	0	0	0	0	7	7	0	0	0	1	0	1	614
Total	0	324	283	3	0	610	0	0	0	0	17	17	0	0	0	279	5	284	0	0	291	0	4	295	0	0	0	0	12	12	0	0	0	5	0	5	1223
17:00	0	137	182	2	0	321	0	0	0	0	7	7	0	0	0	122	3	125	0	0	158	0	1	159	0	0	0	0	10	10	0	0	0	3	1	4	626
17:15	0	154	161	1	0	316	0	0	0	0	9	9	0	0	0	150	1	151	0	0	193	0	1	194	0	0	0	0	6	6	0	0	0	3	1	4	680
17:30	0	190	149	1	0	340	0	0	0	0	14	14	0	0	0	168	2	170	0	0	191	0	3	194	0	0	0	0	5	5	0	0	0	6	1	7	730
17:45	0	174	142	1	0	317	0	0	0	0	12	12	0	0	0	139	2	141	0	0	174	0	2	176	0	0	0	0	7	7	0	0	0	2	0	2	655
Total	0	655	634	5	0	1294	0	0	0	0	42	42	0	0	0	579	8	587	0	0	716	0	7	723	0	0	0	0	28	28	0	0	0	14	3	17	2691
18:00	0	168	142	0	0	310	0	0	0	0	8	8	0	0	0	139	4	143	0	0	201	0	4	205	0	0	0	0	2	2	0	0	0	1	1	2	670
18:15	0	160	111	2	0	273	0	0	0	0	5	5	0	0	0	143	4	147	0	0	196	0	1	197	0	0	0	0	5	5	0	0	0	2	0	2	629
Grand Total	0	2396	1908	24	0	4328	0	0	0	0	124	124	0	0	0	2310	35	2345	0	0	2581	0	22	2603	0	0	0	0	87	87	0	0	0	36	6	42	9529
Apprch %	0	55.4	44.1	0.6	0		0	0	0	0	100		0	0	0	98.5	1.5		0	0	99.2	0	0.8		0	0	0	0	100		0	0	0	85.7	14.3		
Total %	0	25.1	20	0.3	0	45.4	0	0	0	0	1.3	1.3	0	0	0	24.2	0.4	24.6	0	0	27.1	0	0.2	27.3	0	0	0	0	0.9	0.9	0	0	0	0.4	0.1	0.4	

All Traffic Data

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City of Berkeley
All Vehicles on Unshifted Tab
Peds & Bikes on Bank 1 Tab
Nothing on Bank 2 Tab

File Name : 15-7153-002 Shattuck Avenue-Adeline Street-Ward Street
Site Code : 00000000
Start Date : 4/8/2015
Page No : 2

	Shattuck Avenue Southbound						Ward Street Westbound						Shattuck Avenue Northbound						Adeline Street Northeastbound						Ward Street Eastbound						Driveway Southeastbound						
Start Time	Left	Thru	Bear Right	Right	Hard Right	App. Total	Left	Bear Left	Thru	Bear Right	Right	App. Total	Hard Left	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Bear Left	Bear Right	Hard Right	App. Total	Hard Left	Left	Thru	Right	Hard Right	App. Total	Hard Left	Bear Left	Bear Right	Right	Hard Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 to 09:15 - Peak 1 of 1																																				
Peak Hour for Entire Intersection Begins at 08:00																																				
08:00	0	138	111	2	0	251	0	0	0	0	**12**	**12**	0	0	0	143	0	143	0	0	144	0	**2**	146	0	0	0	0	4	4	0	0	0	**5**	0	**5**	561
08:15	0	**166**	**120**	1	0	**287**	0	0	0	0	8	8	0	0	0	**163**	1	**164**	0	0	**185**	0	1	**186**	0	0	0	0	2	2	0	0	0	1	**1**	2	**649**
08:30	0	150	95	1	0	246	0	0	0	0	10	10	0	0	0	161	1	162	0	0	176	0	1	177	0	0	0	0	5	5	0	0	0	1	0	1	601
08:45	0	149	93	**4**	0	246	0	0	0	0	4	4	0	0	0	154	**2**	156	0	0	158	0	1	159	0	0	0	0	**7**	**7**	0	0	0	2	0	2	574
Total Volume	0	603	419	8	0	1030	0	0	0	0	34	34	0	0	0	621	4	625	0	0	663	0	5	668	0	0	0	0	18	18	0	0	0	9	1	10	2385
% App. Total	0	58.5	40.7	0.8	0		0	0	0	0	100		0	0	0	99.4	0.6		0	0	99.3	0	0.7		0	0	0	0	100		0	0	0	90	10		
PHF	.000	.908	.873	.500	.000	.897	.000	.000	.000	.000	.708	.708	.000	.000	.000	.952	.500	.953	.000	.000	.896	.000	.625	.898	.000	.000	.000	.000	.643	.643	.000	.000	.000	.450	.250	.500	.919

All Traffic Data

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City of Berkeley
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Peds & Bikes on Bank 1 Tab
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File Name : 15-7153-002 Shattuck Avenue-Adeline Street-Ward Street
Site Code : 00000000
Start Date : 4/8/2015

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File Name : 15-7153-002 Shattuck Avenue-Adeline Street-Ward Street
Site Code : 00000000
Start Date : 4/8/2015
Page No : 4

	Shattuck Avenue Southbound						Ward Street Westbound						Shattuck Avenue Northbound						Adeline Street Northeastbound						Ward Street Eastbound						Driveway Southeastbound						
Start Time	Left	Thru	Bear Right	Right	Hard Right	App. Total	Left	Bear Left	Thru	Bear Right	Right	App. Total	Hard Left	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Bear Left	Bear Right	Hard Right	App. Total	Hard Left	Left	Thru	Right	Hard Right	App. Total	Hard Left	Bear Left	Bear Right	Right	Hard Right	App. Total	Int. Total
Peak Hour Analysis From 16:30 to 18:15 - Peak 1 of 1																																				
Peak Hour for Entire Intersection Begins at 17:15																																				
17:15	0	154	**161**	**1**	0	316	0	0	0	0	9	9	0	0	0	150	1	151	0	0	193	0	1	194	0	0	0	0	6	6	0	0	0	3	**1**	4	680
17:30	0	**190**	149	1	0	**340**	0	0	0	0	**14**	**14**	0	0	0	**168**	2	**170**	0	0	191	0	3	194	0	0	0	0	5	5	0	0	0	**6**	1	**7**	**730**
17:45	0	174	142	1	0	317	0	0	0	0	12	12	0	0	0	139	2	141	0	0	174	0	2	176	0	0	0	0	**7**	**7**	0	0	0	2	0	2	655
18:00	0	168	142	0	0	310	0	0	0	0	8	8	0	0	0	139	**4**	143	0	0	**201**	0	**4**	**205**	0	0	0	0	2	2	0	0	0	1	1	2	670
Total Volume	0	686	594	3	0	1283	0	0	0	0	43	43	0	0	0	596	9	605	0	0	759	0	10	769	0	0	0	0	20	20	0	0	0	12	3	15	2735
% App. Total	0	53.5	46.3	0.2	0		0	0	0	0	100		0	0	0	98.5	1.5		0	0	98.7	0	1.3		0	0	0	0	100		0	0	0	80	20		
PHF	.000	.903	.922	.750	.000	.943	.000	.000	.000	.000	.768	.768	.000	.000	.000	.887	.563	.890	.000	.000	.944	.000	.625	.938	.000	.000	.000	.000	.714	.714	.000	.000	.000	.500	.750	.536	.937

All Traffic Data

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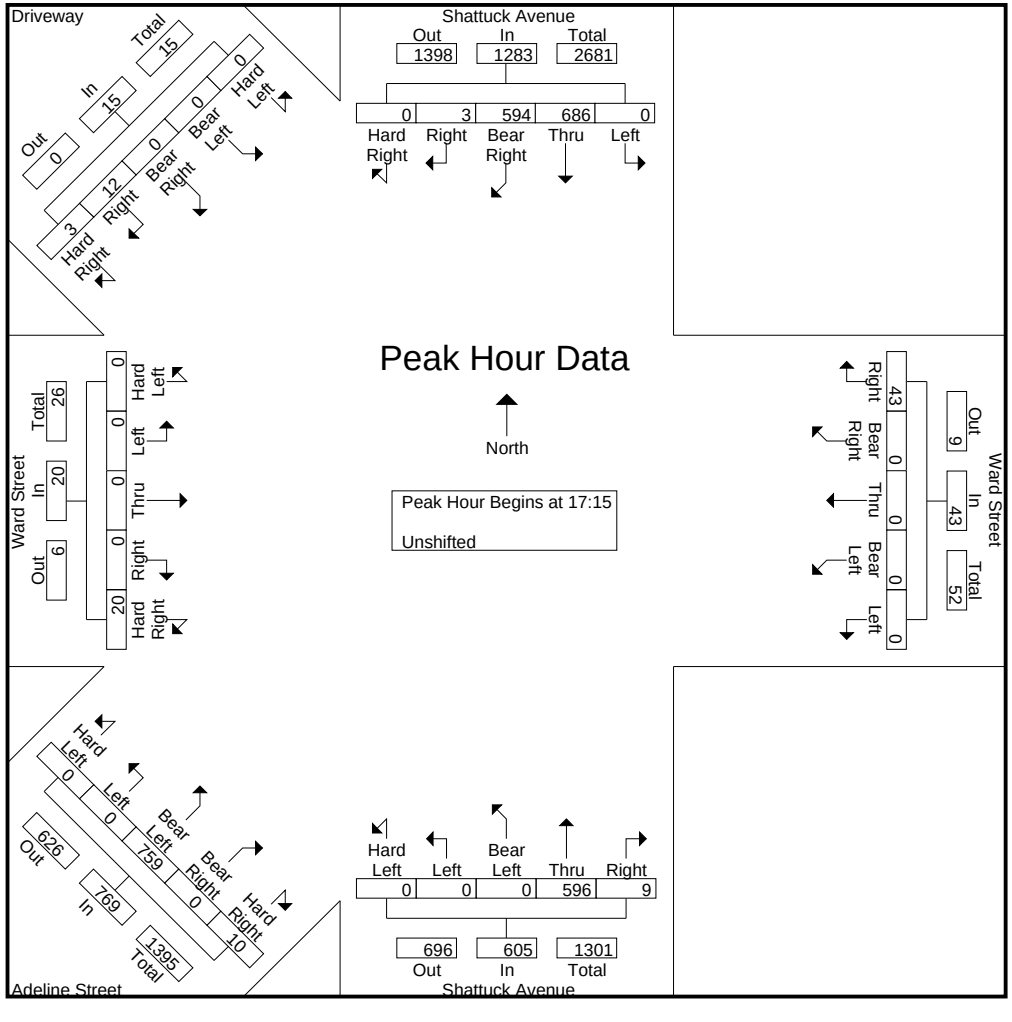
City of Berkeley
All Vehicles on Unshifted Tab
Peds & Bikes on Bank 1 Tab
Nothing on Bank 2 Tab

File Name : 15-7153-002 Shattuck Avenue-Adeline Street-Ward Street
Site Code : 00000000
Start Date : 4/8/2015
Page No : 5



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Peds & Bikes on Bank 1 Tab
Nothing on Bank 2 Tab

File Name : 15-7153-002 Shattuck Avenue-Adeline Street-Ward Street
Site Code : 00000000
Start Date : 4/8/2015
Page No : 1

Groups Printed- Bank 1

	Shattuck Avenue Southbound						Ward Street Westbound						Shattuck Avenue Northbound						Adeline Street Northeastbound						Ward Street Eastbound						Driveway Southeastbound						
Start Time	Left	Thru	Bear Right	Right	Hard Right	App. Total	Left	Bear Left	Thru	Bear Right	Right	App. Total	Hard Left	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Bear Left	Bear Right	Hard Right	App. Total	Hard Left	Left	Thru	Right	Hard Right	App. Total	Hard Left	Bear Left	Bear Right	Right	Hard Right	App. Total	Int. Total
07:30	2	1	0	0	0	3	0	0	0	0	0	0	0	0	0	4	0	4	0	0	2	0	0	2	0	2	0	0	0	2	0	0	0	0	0	0	11
07:45	0	2	0	0	0	2	0	1	0	0	0	1	0	0	0	5	0	5	0	0	5	1	0	6	0	0	0	0	0	0	0	0	0	1	1	2	16
Total	2	3	0	0	0	5	0	1	0	0	0	1	0	0	0	9	0	9	0	0	7	1	0	8	0	2	0	0	0	2	0	0	0	1	1	2	27
08:00	0	2	2	0	0	4	0	1	0	0	0	1	0	0	0	6	0	6	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	1	0	1	14
08:15	0	1	0	0	0	1	0	1	0	0	1	2	0	0	0	6	0	6	0	0	7	0	0	7	0	1	0	0	0	1	0	0	0	1	0	1	18
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0	11	1	1	3	0	0	5	0	0	0	0	1	1	0	0	0	0	0	0	17
08:45	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	5	0	5	2	0	8	0	0	10	0	0	0	0	0	0	0	0	0	1	0	1	18
Total	0	3	2	0	0	5	0	4	0	0	1	5	0	0	0	28	0	28	3	1	20	0	0	24	0	1	0	0	1	2	0	0	0	3	0	3	67
09:00	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	5	0	5	1	0	3	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	10
09:15	0	2	1	0	0	3	0	0	3	0	0	3	0	0	0	11	0	11	0	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	24
Total	0	2	2	0	0	4	0	0	3	0	0	3	0	0	0	16	0	16	1	0	10	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	34
16:30	0	4	1	0	0	5	0	0	2	0	0	2	0	0	0	3	0	3	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	1	0	1	12
16:45	0	4	1	0	0	5	0	0	1	0	0	1	0	0	0	3	2	5	0	0	6	0	0	6	0	0	1	0	0	1	0	0	0	1	0	1	19
Total	0	8	2	0	0	10	0	0	3	0	0	3	0	0	0	6	2	8	0	0	6	0	0	6	0	0	2	0	0	2	0	0	0	2	0	2	31
17:00	0	4	0	0	0	4	1	0	1	0	0	2	0	0	0	8	0	8	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	1	0	1	17
17:15	0	6	1	0	0	7	0	0	7	0	0	7	0	0	0	3	0	3	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	1	0	1	22
17:30	0	6	0	0	0	6	0	0	5	0	1	6	0	0	0	2	0	2	0	0	1	0	0	1	0	0	1	0	0	1	0	0	0	1	0	1	17
17:45	1	8	0	0	0	9	0	0	1	0	0	1	0	0	0	7	0	7	1	0	5	1	0	7	0	0	1	0	0	1	0	0	0	1	0	1	26
Total	1	24	1	0	0	26	1	0	14	0	1	16	0	0	0	20	0	20	1	0	11	2	0	14	0	0	2	0	0	2	0	0	0	4	0	4	82
18:00	0	1	2	0	0	3	0	0	2	0	1	3	0	0	0	5	0	5	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	1	0	1	15
18:15	0	6	2	0	0	8	0	1	8	0	0	9	0	0	0	2	0	2	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	1	0	1	22
Grand Total	3	47	11	0	0	61	1	6	30	0	3	40	0	0	0	86	2	88	5	1	59	3	0	68	0	3	4	0	1	8	0	0	0	12	1	13	278
Apprch %	4.9	77	18	0	0		2.5	15	75	0	7.5		0	0	0	97.7	2.3		7.4	1.5	86.8	4.4	0		0	37.5	50	0	12.5		0	0	0	92.3	7.7		
Total %	1.1	16.9	4	0	0	21.9	0.4	2.2	10.8	0	1.1	14.4	0	0	0	30.9	0.7	31.7	1.8	0.4	21.2	1.1	0	24.5	0	1.1	1.4	0	0.4	2.9	0	0	0	4.3	0.4	4.7	

All Traffic Data

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File Name : 15-7153-002 Shattuck Avenue-Adeline Street-Ward Street
Site Code : 00000000
Start Date : 4/8/2015

	Shattuck Avenue Southbound						Ward Street Westbound						Shattuck Avenue Northbound						Adeline Street Northeastbound						Ward Street Eastbound						Driveway Southeastbound						
Start Time	Left	Thru	Bear Right	Right	Hard Right	App. Total	Left	Bear Left	Thru	Bear Right	Right	App. Total	Hard Left	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Bear Left	Bear Right	Hard Right	App. Total	Hard Left	Left	Thru	Right	Hard Right	App. Total	Hard Left	Bear Left	Bear Right	Right	Hard Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 to 09:15 - Peak 1 of 1																																				
Peak Hour for Entire Intersection Begins at 08:30																																				
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**11**	0	**11**	1	**1**	3	0	0	5	0	0	0	0	**1**	**1**	0	0	0	0	0	0	17
08:45	0	0	0	0	0	0	0	**2**	0	0	0	2	0	0	0	5	0	5	**2**	0	**8**	0	0	**10**	0	0	0	0	0	0	0	0	0	**1**	0	**1**	18
09:00	0	0	**1**	0	0	1	0	0	0	0	0	0	0	0	0	5	0	5	1	0	3	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	10
09:15	0	**2**	1	0	0	**3**	0	0	**3**	0	0	**3**	0	0	0	11	0	11	0	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	**24**
Total Volume	0	2	2	0	0	4	0	2	3	0	0	5	0	0	0	32	0	32	4	1	21	0	0	26	0	0	0	0	1	1	0	0	0	1	0	1	69
% App. Total	0	50	50	0	0		0	40	60	0	0		0	0	0	100	0		15.4	3.8	80.8	0	0		0	0	0	0	100		0	0	0	100	0		
PHF	.000	.250	.500	.000	.000	.333	.000	.250	.250	.000	.000	.417	.000	.000	.000	.727	.000	.727	.500	.250	.656	.000	.000	.650	.000	.000	.000	.000	.250	.250	.000	.000	.000	.250	.000	.250	.719

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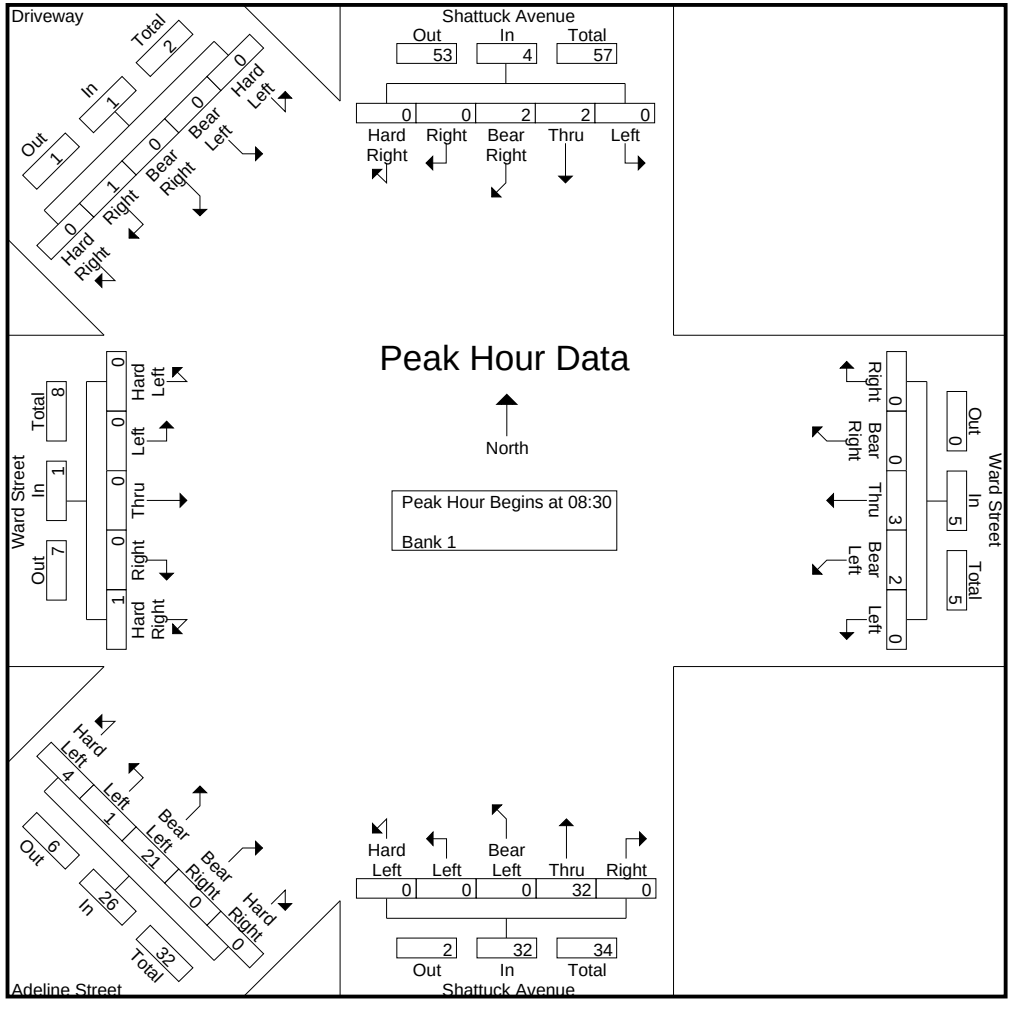
File Name : 15-7153-002 Shattuck Avenue-Adeline Street-Ward Street
Site Code : 00000000
Start Date : 4/8/2015
Page No : 3



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File Name : 15-7153-002 Shattuck Avenue-Adeline Street-Ward Street
Site Code : 00000000
Start Date : 4/8/2015
Page No : 4

	Shattuck Avenue Southbound						Ward Street Westbound						Shattuck Avenue Northbound						Adeline Street Northeastbound						Ward Street Eastbound						Driveway Southeastbound						
Start Time	Left	Thru	Bear Right	Right	Hard Right	App. Total	Left	Bear Left	Thru	Bear Right	Right	App. Total	Hard Left	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Bear Left	Bear Right	Hard Right	App. Total	Hard Left	Left	Thru	Right	Hard Right	App. Total	Hard Left	Bear Left	Bear Right	Right	Hard Right	App. Total	Int. Total
Peak Hour Analysis From 16:30 to 18:15 - Peak 1 of 1																																				
Peak Hour for Entire Intersection Begins at 17:00																																				
17:00	0	4	0	0	0	4	**1**	0	1	0	0	2	0	0	0	**8**	0	**8**	0	0	1	**1**	0	2	0	0	0	0	0	0	0	0	0	**1**	0	**1**	17
17:15	0	6	**1**	0	0	7	0	0	**7**	0	0	**7**	0	0	0	3	0	3	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	1	0	1	22
17:30	0	6	0	0	0	6	0	0	5	0	**1**	6	0	0	0	2	0	2	0	0	1	0	0	1	0	0	**1**	0	0	**1**	0	0	0	1	0	1	17
17:45	**1**	**8**	0	0	0	**9**	0	0	1	0	0	1	0	0	0	7	0	7	**1**	0	**5**	1	0	**7**	0	0	1	0	0	1	0	0	0	1	0	1	**26**
Total Volume	1	24	1	0	0	26	1	0	14	0	1	16	0	0	0	20	0	20	1	0	11	2	0	14	0	0	2	0	0	2	0	0	0	4	0	4	82
% App. Total	3.8	92.3	3.8	0	0		6.2	0	87.5	0	6.2		0	0	0	100	0		7.1	0	78.6	14.3	0		0	0	100	0	0		0	0	0	100	0		
PHF	.250	.750	.250	.000	.000	.722	.250	.000	.500	.000	.250	.571	.000	.000	.000	.625	.000	.625	.250	.000	.550	.500	.000	.500	.000	.000	.500	.000	.000	.500	.000	.000	.000	1.00	.000	1.00	.788

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File Name : 15-7153-002 Shattuck Avenue-Adeline Street-Ward Street
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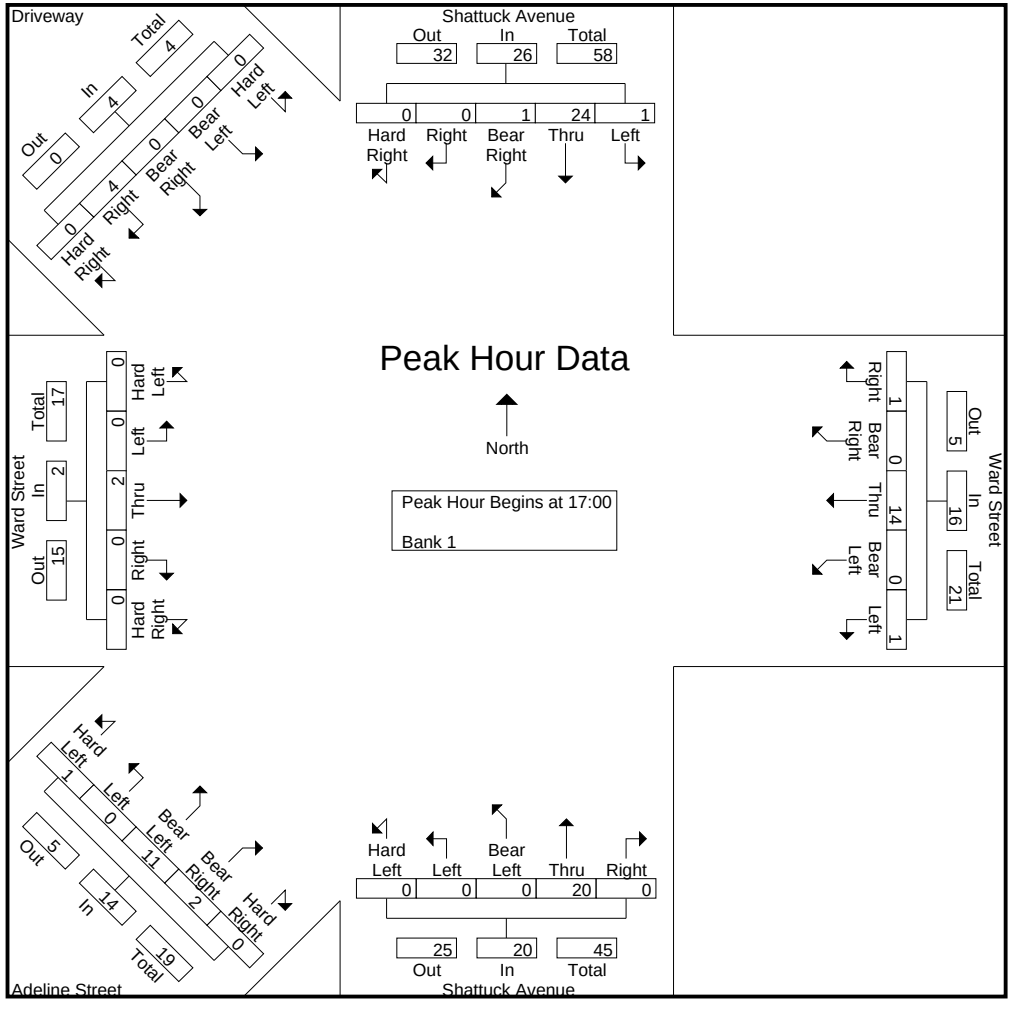
Start Date : 4/8/2015
Page No : 5



ALL TRAFFIC DATA

City of Berkeley
All Vehicles on Unshifted
Peds & Bikes on Bank 1
Nothing on Bank 2

(916) 771-8700
orders@atdtraffic.com

File Name : 15-7153-003 Martin Luther King Jr. Way-Ashby Avenue.ppe
Date : 4/8/2015

Unshifted Count = All Vehicles

	Martin Luther King Jr. Way Southbound					Ashby Avenue Westbound					Martin Luther King Jr. Way Northbound					Ashby Avenue Eastbound						
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total	Uturn Total
07:30	20	128	12	0	160	1	130	16	0	147	18	116	8	1	143	1	134	25	0	160	610	1
07:45	24	177	17	0	218	1	106	13	0	120	29	172	8	2	211	4	137	20	0	161	710	2
08:00	30	209	26	0	265	0	158	25	0	183	18	149	5	1	173	4	137	38	0	179	800	1
08:15	27	214	23	0	264	1	146	25	0	172	22	176	4	2	204	4	177	40	0	221	861	2
Total	101	728	78	0	907	3	540	79	0	622	87	613	25	6	731	13	585	123	0	721	2981	6
08:30	32	210	18	0	260	3	153	20	0	176	16	161	7	0	184	0	158	32	0	190	810	0
08:45	33	169	4	0	206	7	132	19	0	158	37	168	10	2	217	3	121	35	0	159	740	2
09:00	20	131	5	0	156	8	146	30	0	184	32	169	18	2	221	2	135	17	0	154	715	2
09:15	17	133	15	0	165	10	137	21	0	168	34	162	22	1	219	2	125	27	0	154	706	1
Total	102	643	42	0	787	28	568	90	0	686	119	660	57	5	841	7	539	111	0	657	2971	5
16:30	28	152	17	0	197	4	155	30	0	189	23	204	10	1	238	2	123	26	0	151	775	1
16:45	28	196	14	0	238	5	133	22	0	160	36	192	14	1	243	1	160	18	0	179	820	1
17:00	25	218	16	0	259	1	159	34	0	194	38	236	12	0	286	7	165	27	0	199	938	0
17:15	29	180	16	0	225	1	143	31	0	175	38	236	13	2	289	3	178	40	0	221	910	2
Total	110	746	63	0	919	11	590	117	0	718	135	868	49	4	1056	13	626	111	0	750	3443	4
17:30	30	196	18	0	244	4	150	31	0	185	30	195	20	1	246	5	154	39	0	198	873	1
17:45	34	202	18	0	254	3	137	23	0	163	30	249	16	1	296	4	168	28	0	200	913	1
18:00	25	182	18	0	225	9	129	31	0	169	43	233	25	2	303	10	137	30	0	177	874	2
18:15	32	162	15	0	209	7	113	22	0	142	27	171	20	0	218	10	127	25	0	162	731	0
Total	121	742	69	0	932	23	529	107	0	659	130	848	81	4	1063	29	586	122	0	737	3391	4
Grand Total	434	2859	252	0	3545	65	2227	393	0	2685	471	2989	212	19	3691	62	2336	467	0	2865	12786	19
Apprch %	12.2%	80.6%	7.1%	0.0%		2.4%	82.9%	14.6%	0.0%		12.8%	81.0%	5.7%	0.5%		2.2%	81.5%	16.3%	0.0%			
Total %	3.4%	22.4%	2.0%	0.0%	27.7%	0.5%	17.4%	3.1%	0.0%	21.0%	3.7%	23.4%	1.7%	0.1%	28.9%	0.5%	18.3%	3.7%	0.0%	22.4%	100.0%	

AM PEAK HOUR	Martin Luther King Jr. Way Southbound					Ashby Avenue Westbound					Martin Luther King Jr. Way Northbound					Ashby Avenue Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 08:00 to 09:00																					
Peak Hour For Entire Intersection Begins at 08:00																					
08:00	30	209	26	0	265	0	158	25	0	183	18	149	5	1	173	4	137	38	0	179	800
08:15	27	214	23	0	264	1	146	25	0	172	22	176	4	2	204	4	177	40	0	221	861
08:30	32	210	18	0	260	3	153	20	0	176	16	161	7	0	184	0	158	32	0	190	810
08:45	33	169	4	0	206	7	132	19	0	158	37	168	10	2	217	3	121	35	0	159	740
Total Volume	122	802	71	0	995	11	589	89	0	689	93	654	26	5	778	11	593	145	0	749	3211
% App Total	12.3%	80.6%	7.1%	0.0%		1.6%	85.5%	12.9%	0.0%		12.0%	84.1%	3.3%	0.6%		1.5%	79.2%	19.4%	0.0%		
PHF	.924	.937	.683	.000	.939	.393	.932	.890	.000	.941	.628	.929	.650	.625	.896	.688	.838	.906	.000	.847	.932

PM PEAK HOUR	Martin Luther King Jr. Way Southbound					Ashby Avenue Westbound					Martin Luther King Jr. Way Northbound					Ashby Avenue Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 17:00 to 18:00																					
Peak Hour For Entire Intersection Begins at 17:00																					
17:00	25	218	16	0	259	1	159	34	0	194	38	236	12	0	286	7	165	27	0	199	938
17:15	29	180	16	0	225	1	143	31	0	175	38	236	13	2	289	3	178	40	0	221	910
17:30	30	196	18	0	244	4	150	31	0	185	30	195	20	1	246	5	154	39	0	198	873
17:45	34	202	18	0	254	3	137	23	0	163	30	249	16	1	296	4	168	28	0	200	913
Total Volume	118	796	68	0	982	9	589	119	0	717	136	916	61	4	1117	19	665	134	0	818	3634
% App Total	12.0%	81.1%	6.9%	0.0%		1.3%	82.1%	16.6%	0.0%		12.2%	82.0%	5.5%	0.4%		2.3%	81.3%	16.4%	0.0%		
PHF	.868	.913	.944	.000	.948	.563	.926	.875	.000	.924	.895	.920	.763	.500	.943	.679	.934	.838	.000	.925	.969

ALL TRAFFIC DATA

City of Berkeley
All Vehicles on Unshifted
Peds & Bikes on Bank 1
Nothing on Bank 2

(916) 771-8700
orders@atdtraffic.com

File Name : 15-7153-003 Martin Luther King Jr. Way-Ashby Avenue.ppc
Date : 4/8/2015

Bank 1 Count = Peds & Bikes

	Martin Luther King Jr. Way Southbound					Ashby Avenue Westbound					Martin Luther King Jr. Way Northbound					Ashby Avenue Eastbound						
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total	Ped Total
07:30	0	3	0	9	3	0	1	0	9	1	2	0	0	18	2	0	5	1	16	6	12	52
07:45	0	2	0	16	2	0	3	0	33	3	2	2	0	36	4	1	1	0	17	2	11	102
08:00	1	2	0	26	3	0	1	0	32	1	3	1	0	32	4	1	1	2	17	4	12	107
08:15	2	2	0	14	4	0	1	0	27	1	0	5	0	34	5	0	3	1	16	4	14	91
Total	3	9	0	65	12	0	6	0	101	6	7	8	0	120	15	2	10	4	66	16	49	352
08:30	1	0	1	19	2	1	1	0	29	2	0	2	1	32	3	0	4	0	21	4	11	101
08:45	1	0	0	18	1	0	1	0	20	1	4	3	1	21	8	0	1	0	18	1	11	77
09:00	1	5	0	13	6	0	0	0	31	0	1	1	0	13	2	0	2	0	11	2	10	68
09:15	4	0	0	6	4	0	4	0	17	4	1	1	0	19	2	0	1	0	19	1	11	61
Total	7	5	1	56	13	1	6	0	97	7	6	7	2	85	15	0	8	0	69	8	43	307
16:30	3	2	0	10	5	0	3	0	8	3	1	1	0	3	2	0	2	0	1	2	12	22
16:45	0	1	1	10	2	2	2	0	11	4	2	0	1	7	3	1	1	1	12	3	12	40
17:00	3	3	1	7	7	1	2	1	28	4	1	0	0	32	1	0	2	0	18	2	14	85
17:15	0	2	0	14	2	0	3	0	22	3	2	2	0	21	4	0	5	1	13	6	15	70
Total	6	8	2	41	16	3	10	1	69	14	6	3	1	63	10	1	10	2	44	13	53	217
17:30	2	2	0	19	4	0	7	0	32	7	1	2	1	26	4	0	3	0	24	3	18	101
17:45	0	0	0	18	0	0	2	1	32	3	2	3	0	26	5	0	3	1	22	4	12	98
18:00	0	1	0	8	1	0	2	1	36	3	2	1	0	21	3	1	4	0	18	5	12	83
18:15	0	3	0	8	3	0	4	1	24	5	3	2	0	20	5	2	1	0	10	3	16	62
Total	2	6	0	53	8	0	15	3	124	18	8	8	1	93	17	3	11	1	74	15	58	344
Grand Total	18	28	3	215	49	4	37	4	391	45	27	26	4	361	57	6	39	7	253	52	203	1220
Apprch %	36.7%	57.1%	6.1%			8.9%	82.2%	8.9%			47.4%	45.6%	7.0%			11.5%	75.0%	13.5%				
Total %	8.9%	13.8%	1.5%		24.1%	2.0%	18.2%	2.0%		22.2%	13.3%	12.8%	2.0%		28.1%	3.0%	19.2%	3.4%		25.6%	100.0%	

AM PEAK HOUR	Martin Luther King Jr. Way Southbound					Ashby Avenue Westbound					Martin Luther King Jr. Way Northbound					Ashby Avenue Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 08:00 to 09:00																					
Peak Hour For Entire Intersection Begins at 08:00																					
08:00	1	2	0	26	3	0	1	0	32	1	3	1	0	32	4	1	1	2	17	4	12
08:15	2	2	0	14	4	0	1	0	27	1	0	5	0	34	5	0	3	1	16	4	14
08:30	1	0	1	19	2	1	1	0	29	2	0	2	1	32	3	0	4	0	21	4	11
08:45	1	0	0	18	1	0	1	0	20	1	4	3	1	21	8	0	1	0	18	1	11
Total Volume	5	4	1	77	10	1	4	0	108	5	7	11	2	119	20	1	9	3	72	13	48
% App Total	50.0%	40.0%	10.0%			20.0%	80.0%	0.0%			35.0%	55.0%	10.0%			7.7%	69.2%	23.1%			
PHF	.625	.500	.250		.625	.250	1.000	.000		.625	.438	.550	.500		.625	.250	.563	.375		.813	.857

PM PEAK HOUR	Martin Luther King Jr. Way Southbound					Ashby Avenue Westbound					Martin Luther King Jr. Way Northbound					Ashby Avenue Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 17:00 to 18:00																					
Peak Hour For Entire Intersection Begins at 17:00																					
17:00	3	3	1	7	7	1	2	1	28	4	1	0	0	32	1	0	2	0	18	2	14
17:15	0	2	0	14	2	0	3	0	22	3	2	2	0	21	4	0	5	1	13	6	15
17:30	2	2	0	19	4	0	7	0	32	7	1	2	1	26	4	0	3	0	24	3	18
17:45	0	0	0	18	0	0	2	1	32	3	2	3	0	26	5	0	3	1	22	4	12
Total Volume	5	7	1	58	13	1	14	2	114	17	6	7	1	105	14	0	13	2	77	15	59
% App Total	38.5%	53.8%	7.7%			5.9%	82.4%	11.8%			42.9%	50.0%	7.1%			0.0%	86.7%	13.3%			
PHF	.417	.583	.250		.464	.250	.500	.500		.607	.750	.583	.250		.700	.000	.650	.500		.625	.819

Southbound Peds = North Leg (traveling EB or WB)
Westbound Peds = East Leg (traveling NB or SB)
Northbound Peds = South Leg (traveling EB or WB)
Eastbound Peds = West Leg (traveling NB or SB)

ALL TRAFFIC DATA

City of Berkeley
All Vehicles on Unshifted
Peds & Bikes on Bank 1
Nothing on Bank 2

(916) 771-8700
orders@atdtraffic.com

File Name : 15-7153-004 Adeline Street-Ashby Avenue.ppd
Date : 4/8/2015

Unshifted Count = All Vehicles

	Adeline Street Southbound					Ashby Avenue Westbound					Adeline Street Northbound					Ashby Avenue Eastbound						
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total	Uturn Total
07:30	0	57	16	0	73	15	115	7	0	137	11	84	12	0	107	21	121	21	0	163	480	0
07:45	1	77	16	0	94	17	98	6	0	121	8	125	19	0	152	28	113	16	0	157	524	0
08:00	4	78	36	0	118	41	132	10	0	183	12	126	16	0	154	35	115	18	0	168	623	0
08:15	6	111	37	1	155	32	128	6	0	166	19	145	19	0	183	52	134	37	0	223	727	1
Total	11	323	105	1	440	105	473	29	0	607	50	480	66	0	596	136	483	92	0	711	2354	1
08:30	3	110	26	0	139	25	131	10	0	166	18	150	20	0	188	40	135	31	0	206	699	0
08:45	5	103	13	0	121	22	116	12	0	150	15	153	15	1	184	33	125	19	0	177	632	1
09:00	4	81	25	1	111	16	109	13	0	138	18	139	19	0	176	38	136	18	0	192	617	1
09:15	3	90	15	0	108	10	116	17	0	143	12	121	11	0	144	39	111	26	0	176	571	0
Total	15	384	79	1	479	73	472	52	0	597	63	563	65	1	692	150	507	94	0	751	2519	2
16:30	7	128	21	0	156	22	128	11	0	161	18	130	11	0	159	26	124	18	0	168	644	0
16:45	4	155	30	0	189	18	98	9	0	125	22	135	22	0	179	31	144	18	0	193	686	0
17:00	4	169	46	0	219	14	118	4	0	136	32	152	25	0	209	48	127	20	0	195	759	0
17:15	4	178	32	0	214	22	109	11	0	142	33	164	32	0	229	44	148	14	0	206	791	0
Total	19	630	129	0	778	76	453	35	0	564	105	581	90	0	776	149	543	70	0	762	2880	0
17:30	9	154	31	0	194	21	121	9	0	151	26	161	18	0	205	47	146	25	0	218	768	0
17:45	5	135	34	0	174	30	115	12	0	157	20	151	17	0	188	49	162	22	0	233	752	0
18:00	8	136	39	0	183	16	115	19	0	150	19	155	28	0	202	36	125	23	0	184	719	0
18:15	6	130	29	0	165	15	105	12	0	132	13	160	22	0	195	32	125	22	0	179	671	0
Total	28	555	133	0	716	82	456	52	0	590	78	627	85	0	790	164	558	92	0	814	2910	0
Grand Total	73	1892	446	2	2413	336	1854	168	0	2358	296	2251	306	1	2854	599	2091	348	0	3038	10663	3
Apprch %	3.0%	78.4%	18.5%	0.1%		14.2%	78.6%	7.1%	0.0%		10.4%	78.9%	10.7%	0.0%		19.7%	68.8%	11.5%	0.0%			
Total %	0.7%	17.7%	4.2%	0.0%	22.6%	3.2%	17.4%	1.6%	0.0%	22.1%	2.8%	21.1%	2.9%	0.0%	26.8%	5.6%	19.6%	3.3%	0.0%	28.5%	100.0%	

AM PEAK HOUR	Adeline Street Southbound					Ashby Avenue Westbound					Adeline Street Northbound					Ashby Avenue Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 08:00 to 09:00																					
Peak Hour For Entire Intersection Begins at 08:00																					
08:00	4	78	36	0	118	41	132	10	0	183	12	126	16	0	154	35	115	18	0	168	623
08:15	6	111	37	1	155	32	128	6	0	166	19	145	19	0	183	52	134	37	0	223	727
08:30	3	110	26	0	139	25	131	10	0	166	18	150	20	0	188	40	135	31	0	206	699
08:45	5	103	13	0	121	22	116	12	0	150	15	153	15	1	184	33	125	19	0	177	632
Total Volume	18	402	112	1	533	120	507	38	0	665	64	574	70	1	709	160	509	105	0	774	2681
% App Total	3.4%	75.4%	21.0%	0.2%		18.0%	76.2%	5.7%	0.0%		9.0%	81.0%	9.9%	0.1%		20.7%	65.8%	13.6%	0.0%		
PHF	.750	.905	.757	.250	.860	.732	.960	.792	.000	.908	.842	.938	.875	.250	.943	.769	.943	.709	.000	.868	.922

PM PEAK HOUR	Adeline Street Southbound					Ashby Avenue Westbound					Adeline Street Northbound					Ashby Avenue Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 17:00 to 18:00																					
Peak Hour For Entire Intersection Begins at 17:00																					
17:00	4	169	46	0	219	14	118	4	0	136	32	152	25	0	209	48	127	20	0	195	759
17:15	4	178	32	0	214	22	109	11	0	142	33	164	32	0	229	44	148	14	0	206	791
17:30	9	154	31	0	194	21	121	9	0	151	26	161	18	0	205	47	146	25	0	218	768
17:45	5	135	34	0	174	30	115	12	0	157	20	151	17	0	188	49	162	22	0	233	752
Total Volume	22	636	143	0	801	87	463	36	0	586	111	628	92	0	831	188	583	81	0	852	3070
% App Total	2.7%	79.4%	17.9%	0.0%		14.8%	79.0%	6.1%	0.0%		13.4%	75.6%	11.1%	0.0%		22.1%	68.4%	9.5%	0.0%		
PHF	.611	.893	.777	.000	.914	.725	.957	.750	.000	.933	.841	.957	.719	.000	.907	.959	.900	.810	.000	.914	.970

ALL TRAFFIC DATA

City of Berkeley
All Vehicles on Unshifted
Peds & Bikes on Bank 1
Nothing on Bank 2

(916) 771-8700
orders@atdtraffic.com

File Name : 15-7153-004 Adeline Street-Ashby Avenue.ppd
Date : 4/8/2015

Bank 1 Count = Peds & Bikes

	Adeline Street Southbound					Ashby Avenue Westbound					Adeline Street Northbound					Ashby Avenue Eastbound						
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total	Ped Total
07:30	0	6	0	2	6	1	0	1	9	2	0	5	2	6	7	0	1	0	16	1	16	33
07:45	0	2	0	7	2	3	1	0	13	4	0	8	0	17	8	0	1	0	23	1	15	60
08:00	0	9	1	6	10	1	3	0	6	4	0	9	0	5	9	0	0	0	25	0	23	42
08:15	0	3	0	5	3	2	3	0	13	5	0	8	0	11	8	0	0	0	12	0	16	41
Total	0	20	1	20	21	7	7	1	41	15	0	30	2	39	32	0	2	0	76	2	70	176
08:30	0	7	1	8	8	1	1	0	11	2	1	15	1	8	17	0	0	0	13	0	27	40
08:45	0	11	0	11	11	1	1	0	22	2	0	10	0	10	10	0	1	0	16	1	24	59
09:00	0	6	0	11	6	0	0	0	12	0	0	9	2	11	11	0	1	0	13	1	18	47
09:15	0	7	0	8	7	0	1	0	12	1	0	11	0	12	11	0	0	0	12	0	19	44
Total	0	31	1	38	32	2	3	0	57	5	1	45	3	41	49	0	2	0	54	2	88	190
16:30	1	9	1	4	11	1	1	0	21	2	2	4	0	15	6	1	1	0	15	2	21	55
16:45	1	4	1	13	6	0	1	1	23	2	0	15	0	19	15	2	1	0	23	3	26	78
17:00	0	1	0	7	1	2	4	0	24	6	0	9	0	11	9	0	0	0	23	0	16	65
17:15	0	7	0	9	7	1	2	0	13	3	0	6	0	11	6	0	1	0	32	1	17	65
Total	2	21	2	33	25	4	8	1	81	13	2	34	0	56	36	3	3	0	93	6	80	263
17:30	0	6	1	9	7	0	1	0	20	1	0	11	1	15	12	0	2	0	20	2	22	64
17:45	0	4	2	10	6	2	3	0	10	5	0	9	1	27	10	2	1	0	31	3	24	78
18:00	0	5	1	7	6	0	1	0	39	1	0	6	1	19	7	1	1	0	31	2	16	96
18:15	0	7	1	7	8	0	1	0	23	1	0	5	0	23	5	0	1	0	17	1	15	70
Total	0	22	5	33	27	2	6	0	92	8	0	31	3	84	34	3	5	0	99	8	77	308
Grand Total	2	94	9	124	105	15	24	2	271	41	3	140	8	220	151	6	12	0	322	18	315	937
Apprch %	1.9%	89.5%	8.6%			36.6%	58.5%	4.9%			2.0%	92.7%	5.3%			33.3%	66.7%	0.0%				
Total %	0.6%	29.8%	2.9%		33.3%	4.8%	7.6%	0.6%		13.0%	1.0%	44.4%	2.5%		47.9%	1.9%	3.8%	0.0%		5.7%	100.0%	

AM PEAK HOUR	Adeline Street Southbound					Ashby Avenue Westbound					Adeline Street Northbound					Ashby Avenue Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 08:00 to 09:00																					
Peak Hour For Entire Intersection Begins at 08:00																					
08:00	0	9	1	6	10	1	3	0	6	4	0	9	0	5	9	0	0	0	25	0	23
08:15	0	3	0	5	3	2	3	0	13	5	0	8	0	11	8	0	0	0	12	0	16
08:30	0	7	1	8	8	1	1	0	11	2	1	15	1	8	17	0	0	0	13	0	27
08:45	0	11	0	11	11	1	1	0	22	2	0	10	0	10	10	0	1	0	16	1	24
Total Volume	0	30	2	30	32	5	8	0	52	13	1	42	1	34	44	0	1	0	66	1	90
% App Total	0.0%	93.8%	6.3%			38.5%	61.5%	0.0%			2.3%	95.5%	2.3%			0.0%	100.0%	0.0%			
PHF	.000	.682	.500		.727	.625	.667	.000		.650	.250	.700	.250		.647	.000	.250	.000		.250	.833

PM PEAK HOUR	Adeline Street Southbound					Ashby Avenue Westbound					Adeline Street Northbound					Ashby Avenue Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 17:00 to 18:00																					
Peak Hour For Entire Intersection Begins at 17:00																					
17:00	0	1	0	7	1	2	4	0	24	6	0	9	0	11	9	0	0	0	23	0	16
17:15	0	7	0	9	7	1	2	0	13	3	0	6	0	11	6	0	1	0	32	1	17
17:30	0	6	1	9	7	0	1	0	20	1	0	11	1	15	12	0	2	0	20	2	22
17:45	0	4	2	10	6	2	3	0	10	5	0	9	1	27	10	2	1	0	31	3	24
Total Volume	0	18	3	35	21	5	10	0	67	15	0	35	2	64	37	2	4	0	106	6	79
% App Total	0.0%	85.7%	14.3%			33.3%	66.7%	0.0%			0.0%	94.6%	5.4%			33.3%	66.7%	0.0%			
PHF	.000	.643	.375		.750	.625	.625	.000		.625	.000	.795	.500		.771	.250	.500	.000		.500	.823

Southbound Peds = North Leg (traveling EB or WB)
Westbound Peds = East Leg (traveling NB or SB)
Northbound Peds = South Leg (traveling EB or WB)
Eastbound Peds = West Leg (traveling NB or SB)

ALL TRAFFIC DATA

City of Berkeley
All Vehicles on Unshifted
Peds & Bikes on Bank 1
Nothing on Bank 2

(916) 771-8700
orders@atdtraffic.com

File Name : 15-7153-005 Shattuck Avenue-Ashby Avenue.ppd
Date : 4/8/2015

Unshifted Count = All Vehicles

	Shattuck Avenue Southbound					Ashby Avenue Westbound					Shattuck Avenue Northbound					Ashby Avenue Eastbound						
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total	Uturn Total
07:30	21	63	6	0	90	7	122	32	0	161	12	124	1	0	137	8	106	8	0	122	510	0
07:45	28	86	6	0	120	5	116	34	0	155	14	114	4	0	132	13	111	7	0	131	538	0
08:00	30	89	13	0	132	4	158	40	0	202	6	117	12	0	135	13	104	16	0	133	602	0
08:15	30	111	7	0	148	8	136	45	0	189	20	99	10	0	129	6	126	10	0	142	608	0
Total	109	349	32	0	490	24	532	151	0	707	52	454	27	0	533	40	447	41	0	528	2258	0
08:30	33	111	7	0	151	10	147	35	0	192	11	131	3	0	145	11	119	12	0	142	630	0
08:45	32	103	5	0	140	5	145	39	0	189	17	121	6	0	144	6	115	10	0	131	604	0
09:00	37	94	14	0	145	12	126	42	0	180	23	102	5	0	130	5	136	10	0	151	606	0
09:15	28	102	7	0	137	5	120	30	0	155	10	102	9	0	121	7	101	6	0	114	527	0
Total	130	410	33	0	573	32	538	146	0	716	61	456	23	0	540	29	471	38	0	538	2367	0
16:30	53	116	15	0	184	10	134	35	0	179	15	120	11	0	146	7	111	12	0	130	639	0
16:45	40	118	11	0	169	5	105	33	0	143	19	125	6	0	150	13	148	10	0	171	633	0
17:00	30	115	7	0	152	6	118	29	0	153	14	104	13	0	131	7	113	17	0	137	573	0
17:15	39	105	10	0	154	7	119	41	0	167	20	120	3	0	143	10	168	17	0	195	659	0
Total	162	454	43	0	659	28	476	138	0	642	68	469	33	0	570	37	540	56	0	633	2504	0
17:30	44	113	12	0	169	8	126	40	0	174	16	142	9	0	167	7	151	10	0	168	678	0
17:45	36	132	12	0	180	5	122	44	0	171	16	110	10	0	136	7	149	14	0	170	657	0
18:00	39	123	12	0	174	8	121	39	0	168	14	127	10	0	151	10	131	16	0	157	650	0
18:15	37	119	8	0	164	9	118	43	0	170	8	119	6	0	133	9	131	10	0	150	617	0
Total	156	487	44	0	687	30	487	166	0	683	54	498	35	0	587	33	562	50	0	645	2602	0
Grand Total	557	1700	152	0	2409	114	2033	601	0	2748	235	1877	118	0	2230	139	2020	185	0	2344	9731	0
Apprch %	23.1%	70.6%	6.3%	0.0%		4.1%	74.0%	21.9%	0.0%		10.5%	84.2%	5.3%	0.0%		5.9%	86.2%	7.9%	0.0%			
Total %	5.7%	17.5%	1.6%	0.0%	24.8%	1.2%	20.9%	6.2%	0.0%	28.2%	2.4%	19.3%	1.2%	0.0%	22.9%	1.4%	20.8%	1.9%	0.0%	24.1%	100.0%	

AM PEAK HOUR	Shattuck Avenue Southbound					Ashby Avenue Westbound					Shattuck Avenue Northbound					Ashby Avenue Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 08:15 to 09:15																					
Peak Hour For Entire Intersection Begins at 08:15																					
08:15	30	111	7	0	148	8	136	45	0	189	20	99	10	0	129	6	126	10	0	142	608
08:30	33	111	7	0	151	10	147	35	0	192	11	131	3	0	145	11	119	12	0	142	630
08:45	32	103	5	0	140	5	145	39	0	189	17	121	6	0	144	6	115	10	0	131	604
09:00	37	94	14	0	145	12	126	42	0	180	23	102	5	0	130	5	136	10	0	151	606
Total Volume	132	419	33	0	584	35	554	161	0	750	71	453	24	0	548	28	496	42	0	566	2448
% App Total	22.6%	71.7%	5.7%	0.0%		4.7%	73.9%	21.5%	0.0%		13.0%	82.7%	4.4%	0.0%		4.9%	87.6%	7.4%	0.0%		
PHF	.892	.944	.589	.000	.967	.729	.942	.894	.000	.977	.772	.865	.600	.000	.945	.636	.912	.875	.000	.937	.971

PM PEAK HOUR	Shattuck Avenue Southbound					Ashby Avenue Westbound					Shattuck Avenue Northbound					Ashby Avenue Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 17:15 to 18:15																					
Peak Hour For Entire Intersection Begins at 17:15																					
17:15	39	105	10	0	154	7	119	41	0	167	20	120	3	0	143	10	168	17	0	195	659
17:30	44	113	12	0	169	8	126	40	0	174	16	142	9	0	167	7	151	10	0	168	678
17:45	36	132	12	0	180	5	122	44	0	171	16	110	10	0	136	7	149	14	0	170	657
18:00	39	123	12	0	174	8	121	39	0	168	14	127	10	0	151	10	131	16	0	157	650
Total Volume	158	473	46	0	677	28	488	164	0	680	66	499	32	0	597	34	599	57	0	690	2644
% App Total	23.3%	69.9%	6.8%	0.0%		4.1%	71.8%	24.1%	0.0%		11.1%	83.6%	5.4%	0.0%		4.9%	86.8%	8.3%	0.0%		
PHF	.898	.896	.958	.000	.940	.875	.968	.932	.000	.977	.825	.879	.800	.000	.894	.850	.891	.838	.000	.885	.975

ALL TRAFFIC DATA

City of Berkeley
(916) 771-8700
orders@atdtraffic.com

All Vehicles on Unshifted
Peds & Bikes on Bank 1
Nothing on Bank 2

File Name : 15-7153-005 Shattuck Avenue-Ashby Avenue.ppd
Date : 4/8/2015

Bank 1 Count = Peds & Bikes

	Shattuck Avenue Southbound					Ashby Avenue Westbound					Shattuck Avenue Northbound					Ashby Avenue Eastbound						
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total	Ped Total
07:30	0	3	0	3	3	0	1	0	4	1	0	5	0	3	5	1	1	0	5	2	11	15
07:45	0	3	0	3	3	0	3	0	8	3	0	7	0	12	7	0	1	0	7	1	14	30
08:00	0	1	0	7	1	0	2	0	12	2	1	7	0	12	8	0	0	0	11	0	11	42
08:15	0	3	0	5	3	0	2	0	8	2	0	10	0	10	10	0	1	0	13	1	16	36
Total	0	10	0	18	10	0	8	0	32	8	1	29	0	37	30	1	3	0	36	4	52	123
08:30	0	1	0	6	1	0	5	1	15	6	0	10	0	4	10	1	1	0	5	2	19	30
08:45	0	5	0	9	5	0	1	1	10	2	0	7	0	12	7	2	2	0	8	4	18	39
09:00	0	1	1	16	2	0	0	2	6	2	0	9	1	4	10	1	1	0	8	2	16	34
09:15	0	4	0	4	4	0	0	1	13	1	0	12	1	14	13	1	0	0	13	1	19	44
Total	0	11	1	35	12	0	6	5	44	11	0	38	2	34	40	5	4	0	34	9	72	147
16:30	0	9	0	7	9	0	4	1	11	5	0	7	0	15	7	0	1	0	13	1	22	46
16:45	1	8	0	13	9	0	2	0	11	2	0	4	0	17	4	0	0	1	16	1	16	57
17:00	0	2	1	19	3	0	2	0	15	2	0	7	1	12	8	0	2	0	15	2	15	61
17:15	0	13	1	22	14	0	1	0	8	1	0	3	0	20	3	0	2	0	24	2	20	74
Total	1	32	2	61	35	0	9	1	45	10	0	21	1	64	22	0	5	1	68	6	73	238
17:30	0	10	0	11	10	0	2	0	14	2	1	8	0	11	9	0	1	0	13	1	22	49
17:45	0	15	0	19	15	0	1	0	16	1	0	7	0	10	7	0	1	0	15	1	24	60
18:00	0	10	1	11	11	0	1	2	22	3	1	8	0	21	9	0	1	0	19	1	24	73
18:15	0	14	1	11	15	0	1	1	14	2	0	0	0	15	0	0	2	0	18	2	19	58
Total	0	49	2	52	51	0	5	3	66	8	2	23	0	57	25	0	5	0	65	5	89	240
Grand Total	1	102	5	166	108	0	28	9	187	37	3	111	3	192	117	6	17	1	203	24	286	748
Apprch %	0.9%	94.4%	4.6%			0.0%	75.7%	24.3%			2.6%	94.9%	2.6%			25.0%	70.8%	4.2%				
Total %	0.3%	35.7%	1.7%		37.8%	0.0%	9.8%	3.1%		12.9%	1.0%	38.8%	1.0%		40.9%	2.1%	5.9%	0.3%		8.4%	100.0%	

AM PEAK HOUR	Shattuck Avenue Southbound					Ashby Avenue Westbound					Shattuck Avenue Northbound					Ashby Avenue Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 08:15 to 09:15																					
Peak Hour For Entire Intersection Begins at 08:15																					
08:15	0	3	0	5	3	0	2	0	8	2	0	10	0	10	10	0	1	0	13	1	16
08:30	0	1	0	6	1	0	5	1	15	6	0	10	0	4	10	1	1	0	5	2	19
08:45	0	5	0	9	5	0	1	1	10	2	0	7	0	12	7	2	2	0	8	4	18
09:00	0	1	1	16	2	0	0	2	6	2	0	9	1	4	10	1	1	0	8	2	16
Total Volume	0	10	1	36	11	0	8	4	39	12	0	36	1	30	37	4	5	0	34	9	69
% App Total	0.0%	90.9%	9.1%			0.0%	66.7%	33.3%			0.0%	97.3%	2.7%			44.4%	55.6%	0.0%			
PHF	.000	.500	.250		.550	.000	.400	.500		.500	.000	.900	.250		.925	.500	.625	.000		.563	.908

PM PEAK HOUR	Shattuck Avenue Southbound					Ashby Avenue Westbound					Shattuck Avenue Northbound					Ashby Avenue Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 17:15 to 18:15																					
Peak Hour For Entire Intersection Begins at 17:15																					
17:15	0	13	1	22	14	0	1	0	8	1	0	3	0	20	3	0	2	0	24	2	20
17:30	0	10	0	11	10	0	2	0	14	2	1	8	0	11	9	0	1	0	13	1	22
17:45	0	15	0	19	15	0	1	0	16	1	0	7	0	10	7	0	1	0	15	1	24
18:00	0	10	1	11	11	0	1	2	22	3	1	8	0	21	9	0	1	0	19	1	24
Total Volume	0	48	2	63	50	0	5	2	60	7	2	26	0	62	28	0	5	0	71	5	90
% App Total	0.0%	96.0%	4.0%			0.0%	71.4%	28.6%			7.1%	92.9%	0.0%			0.0%	100.0%	0.0%			
PHF	.000	.800	.500		.833	.000	.625	.250		.583	.500	.813	.000		.778	.000	.625	.000		.625	.938

Southbound Peds = North Leg (traveling EB or WB)
Westbound Peds = East Leg (traveling NB or SB)
Northbound Peds = South Leg (traveling EB or WB)
Eastbound Peds = West Leg (traveling NB or SB)

ALL TRAFFIC DATA

City of Berkeley
All Vehicles on Unshifted
Peds & Bikes on Bank 1
Nothing on Bank 2

(916) 771-8700
orders@atdtraffic.com

File Name : 15-7153-006 Martin Luther King Jr. Way-Adeline Street.ppd
Date : 4/8/2015

Unshifted Count = All Vehicles

	Martin Luther King Jr. Way Southbound					Adeline Street Westbound					Adeline Street Northbound					Eastbound						
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total	Uturn Total
07:30	0	135	0	0	135	68	0	13	0	81	0	160	122	0	282	0	0	0	0	0	498	0
07:45	0	179	0	0	179	82	0	9	0	91	0	198	132	0	330	0	0	0	0	0	600	0
08:00	0	214	0	1	215	113	0	13	0	126	0	177	157	0	334	0	0	0	0	0	675	1
08:15	1	228	0	0	229	128	0	16	1	145	0	196	202	0	398	0	0	0	0	0	772	1
Total	1	756	0	1	758	391	0	51	1	443	0	731	613	0	1344	0	0	0	0	0	2545	2
08:30	1	225	0	0	226	129	0	8	0	137	0	190	193	0	383	0	0	0	0	0	746	0
08:45	0	186	0	0	186	123	0	14	0	137	0	191	167	1	359	0	0	0	0	0	682	1
09:00	0	202	0	0	202	81	0	5	0	86	0	150	156	0	306	0	0	0	0	0	594	0
09:15	0	179	0	0	179	114	0	8	0	122	0	160	167	0	327	0	0	0	0	0	628	0
Total	1	792	0	0	793	447	0	35	0	482	0	691	683	1	1375	0	0	0	0	0	2650	1
16:30	3	169	0	1	173	162	0	6	1	169	0	224	157	0	381	0	0	0	0	0	723	2
16:45	4	205	0	1	210	186	0	8	3	197	0	236	162	0	398	0	0	0	0	0	805	4
17:00	1	214	0	0	215	205	0	3	0	208	0	239	152	0	391	0	0	0	0	0	814	0
17:15	1	220	0	0	221	210	0	10	1	221	0	257	179	0	436	0	0	0	0	0	878	1
Total	9	808	0	2	819	763	0	27	5	795	0	956	650	0	1606	0	0	0	0	0	3220	7
17:30	1	228	0	0	229	177	0	8	0	185	0	240	179	0	419	0	0	0	0	0	833	0
17:45	0	228	0	1	229	190	0	7	0	197	0	252	181	0	433	0	0	0	0	0	859	1
18:00	1	215	0	0	216	160	0	9	0	169	0	257	174	0	431	0	0	0	0	0	816	0
18:15	0	184	0	0	184	174	0	6	0	180	0	214	167	0	381	0	0	0	0	0	745	0
Total	2	855	0	1	858	701	0	30	0	731	0	963	701	0	1664	0	0	0	0	0	3253	1
Grand Total	13	3211	0	4	3228	2302	0	143	6	2451	0	3341	2647	1	5989	0	0	0	0	0	11668	11
Apprch %	0.4%	99.5%	0.0%	0.1%		93.9%	0.0%	5.8%	0.2%		0.0%	55.8%	44.2%	0.0%		0.0%	0.0%	0.0%	0.0%			
Total %	0.1%	27.5%	0.0%	0.0%	27.7%	19.7%	0.0%	1.2%	0.1%	21.0%	0.0%	28.6%	22.7%	0.0%	51.3%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	

AM PEAK HOUR	Martin Luther King Jr. Way Southbound					Adeline Street Westbound					Adeline Street Northbound					Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 08:00 to 09:00																					
Peak Hour For Entire Intersection Begins at 08:00																					
08:00	0	214	0	1	215	113	0	13	0	126	0	177	157	0	334	0	0	0	0	0	675
08:15	1	228	0	0	229	128	0	16	1	145	0	196	202	0	398	0	0	0	0	0	772
08:30	1	225	0	0	226	129	0	8	0	137	0	190	193	0	383	0	0	0	0	0	746
08:45	0	186	0	0	186	123	0	14	0	137	0	191	167	1	359	0	0	0	0	0	682
Total Volume	2	853	0	1	856	493	0	51	1	545	0	754	719	1	1474	0	0	0	0	0	2875
% App Total	0.2%	99.6%	0.0%	0.1%		90.5%	0.0%	9.4%	0.2%		0.0%	51.2%	48.8%	0.1%		0.0%	0.0%	0.0%	0.0%		
PHF	.500	.935	.000	.250	.934	.955	.000	.797	.250	.940	.000	.962	.890	.250	.926	.000	.000	.000	.000	.000	.931

PM PEAK HOUR	Martin Luther King Jr. Way Southbound					Adeline Street Westbound					Adeline Street Northbound					Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 17:15 to 18:15																					
Peak Hour For Entire Intersection Begins at 17:15																					
17:15	1	220	0	0	221	210	0	10	1	221	0	257	179	0	436	0	0	0	0	0	878
17:30	1	228	0	0	229	177	0	8	0	185	0	240	179	0	419	0	0	0	0	0	833
17:45	0	228	0	1	229	190	0	7	0	197	0	252	181	0	433	0	0	0	0	0	859
18:00	1	215	0	0	216	160	0	9	0	169	0	257	174	0	431	0	0	0	0	0	816
Total Volume	3	891	0	1	895	737	0	34	1	772	0	1006	713	0	1719	0	0	0	0	0	3386
% App Total	0.3%	99.6%	0.0%	0.1%		95.5%	0.0%	4.4%	0.1%		0.0%	58.5%	41.5%	0.0%		0.0%	0.0%	0.0%	0.0%		
PHF	.750	.977	.000	.250	.977	.877	.000	.850	.250	.873	.000	.979	.985	.000	.986	.000	.000	.000	.000	.000	.964

ALL TRAFFIC DATA

City of Berkeley
All Vehicles on Unshifted
Peds & Bikes on Bank 1
Nothing on Bank 2

(916) 771-8700
orders@atdtraffic.com

File Name : 15-7153-006 Martin Luther King Jr. Way-Adeline Street.ppd
Date : 4/8/2015

Bank 1 Count = Peds & Bikes

	Martin Luther King Jr. Way Southbound					Adeline Street Westbound					Adeline Street Northbound					Eastbound						
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total	Ped Total
07:30	0	1	0	27	1	5	0	0	2	5	0	1	7	0	8	0	0	0	0	0	14	29
07:45	0	1	0	33	1	2	0	1	6	3	0	1	15	0	16	0	0	0	0	0	20	39
08:00	2	0	0	44	2	2	0	0	8	2	0	4	9	0	13	0	0	0	0	0	17	52
08:15	0	2	0	39	2	3	0	0	8	3	0	2	8	0	10	0	0	0	0	0	15	47
Total	2	4	0	143	6	12	0	1	24	13	0	8	39	0	47	0	0	0	0	0	66	167
08:30	0	0	0	37	0	3	0	0	3	3	0	0	12	0	12	0	0	0	0	0	15	40
08:45	0	1	0	41	1	1	0	1	2	2	0	6	11	0	17	0	0	0	0	0	20	43
09:00	0	1	0	18	1	4	0	1	2	5	0	3	9	0	12	0	0	0	0	0	18	20
09:15	0	0	0	23	0	1	0	0	2	1	0	2	8	0	10	0	0	0	0	0	11	25
Total	0	2	0	119	2	9	0	2	9	11	0	11	40	0	51	0	0	0	0	0	64	128
16:30	1	1	0	13	2	9	0	1	7	10	0	1	4	0	5	0	0	0	0	0	17	20
16:45	0	0	0	32	0	5	0	0	3	5	0	0	6	0	6	0	0	0	0	0	11	35
17:00	0	3	0	23	3	7	0	1	3	8	0	0	4	0	4	0	0	0	0	0	15	26
17:15	1	1	0	26	2	13	0	0	1	13	0	1	2	0	3	0	0	0	0	0	18	27
Total	2	5	0	94	7	34	0	2	14	36	0	2	16	0	18	0	0	0	0	0	61	108
17:30	0	2	0	24	2	11	0	1	7	12	0	1	6	0	7	0	0	0	0	0	21	31
17:45	0	0	0	23	0	12	0	0	2	12	0	3	2	0	5	0	0	0	0	0	17	25
18:00	0	1	0	35	1	14	0	0	3	14	0	0	0	0	0	0	0	0	0	0	15	38
18:15	0	1	0	12	1	10	0	0	4	10	0	2	2	0	4	0	0	0	0	0	15	16
Total	0	4	0	94	4	47	0	1	16	48	0	6	10	0	16	0	0	0	0	0	68	110
Grand Total	4	15	0	450	19	102	0	6	63	108	0	27	105	0	132	0	0	0	0	0	259	513
Apprch %	21.1%	78.9%	0.0%			94.4%	0.0%	5.6%			0.0%	20.5%	79.5%			0.0%	0.0%	0.0%				
Total %	1.5%	5.8%	0.0%		7.3%	39.4%	0.0%	2.3%		41.7%	0.0%	10.4%	40.5%		51.0%	0.0%	0.0%	0.0%		0.0%	100.0%	

AM PEAK HOUR	Martin Luther King Jr. Way Southbound					Adeline Street Westbound					Adeline Street Northbound					Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 08:00 to 09:00																					
Peak Hour For Entire Intersection Begins at 08:00																					
08:00	2	0	0	44	2	2	0	0	8	2	0	4	9	0	13	0	0	0	0	0	17
08:15	0	2	0	39	2	3	0	0	8	3	0	2	8	0	10	0	0	0	0	0	15
08:30	0	0	0	37	0	3	0	0	3	3	0	0	12	0	12	0	0	0	0	0	15
08:45	0	1	0	41	1	1	0	1	2	2	0	6	11	0	17	0	0	0	0	0	20
Total Volume	2	3	0	161	5	9	0	1	21	10	0	12	40	0	52	0	0	0	0	0	67
% App Total	40.0%	60.0%	0.0%			90.0%	0.0%	10.0%			0.0%	23.1%	76.9%			0.0%	0.0%	0.0%			
PHF	.250	.375	.000		.625	.750	.000	.250		.833	.000	.500	.833		.765	.000	.000	.000		.000	.838

PM PEAK HOUR	Martin Luther King Jr. Way Southbound					Adeline Street Westbound					Adeline Street Northbound					Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 17:15 to 18:15																					
Peak Hour For Entire Intersection Begins at 17:15																					
17:15	1	1	0	26	2	13	0	0	1	13	0	1	2	0	3	0	0	0	0	0	18
17:30	0	2	0	24	2	11	0	1	7	12	0	1	6	0	7	0	0	0	0	0	21
17:45	0	0	0	23	0	12	0	0	2	12	0	3	2	0	5	0	0	0	0	0	17
18:00	0	1	0	35	1	14	0	0	3	14	0	0	0	0	0	0	0	0	0	0	15
Total Volume	1	4	0	108	5	50	0	1	13	51	0	5	10	0	15	0	0	0	0	0	71
% App Total	20.0%	80.0%	0.0%			98.0%	0.0%	2.0%			0.0%	33.3%	66.7%			0.0%	0.0%	0.0%			
PHF	.250	.500	.000		.625	.893	.000	.250		.911	.000	.417	.417		.536	.000	.000	.000		.000	.845

Southbound Peds = North Leg (traveling EB or WB)
Westbound Peds = East Leg (traveling NB or SB)
Northbound Peds = South Leg (traveling EB or WB)
Eastbound Peds = West Leg (traveling NB or SB)

ALL TRAFFIC DATA

City of Berkeley
All Vehicles on Unshifted
Peds & Bikes on Bank 1
Nothing on Bank 2

(916) 771-8700
orders@atdtraffic.com

File Name : 15-7153-007 Adeline Street-Alcatraz Avenue.ppd
Date : 4/8/2015

Unshifted Count = All Vehicles

	Adeline Street Southbound					Alcatraz Avenue Westbound					Adeline Street Northbound					Alcatraz Avenue Eastbound						
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total	Uturn Total
07:30	6	169	11	0	186	21	83	15	0	119	21	258	9	4	292	8	40	31	0	79	676	4
07:45	13	234	10	1	258	15	77	22	0	114	21	292	15	2	330	9	62	37	0	108	810	3
08:00	23	272	14	0	309	25	95	24	0	144	25	303	20	1	349	19	50	23	0	92	894	1
08:15	26	320	13	0	359	17	81	31	0	129	27	369	30	3	429	23	77	26	0	126	1043	3
Total	68	995	48	1	1112	78	336	92	0	506	94	1222	74	10	1400	59	229	117	0	405	3423	11
08:30	25	305	13	0	343	24	96	19	0	139	28	325	20	5	378	15	57	43	0	115	975	5
08:45	11	282	12	0	305	26	98	26	0	150	32	329	18	1	380	12	59	30	0	101	936	1
09:00	19	259	13	1	292	26	81	18	0	125	23	289	13	5	330	11	60	30	0	101	848	6
09:15	17	268	12	0	297	25	77	27	0	129	27	283	13	1	324	9	37	27	0	73	823	1
Total	72	1114	50	1	1237	101	352	90	0	543	110	1226	64	12	1412	47	213	130	0	390	3582	13
16:30	12	291	20	2	325	21	94	21	0	136	42	356	28	3	429	18	82	29	0	129	1019	5
16:45	20	353	20	0	393	21	101	25	0	147	39	353	21	2	415	12	87	21	0	120	1075	2
17:00	21	370	23	0	414	17	99	24	0	140	37	363	31	4	435	17	83	24	0	124	1113	4
17:15	24	374	19	0	417	19	104	23	0	146	36	414	30	1	481	4	83	25	0	112	1156	1
Total	77	1388	82	2	1549	78	398	93	0	569	154	1486	110	10	1760	51	335	99	0	485	4363	12
17:30	40	369	18	2	429	12	110	21	0	143	41	405	40	6	492	18	66	24	0	108	1172	8
17:45	28	360	22	1	411	17	94	28	0	139	32	397	39	1	469	15	90	17	0	122	1141	2
18:00	31	324	20	1	376	18	89	29	0	136	28	393	22	1	444	13	75	16	0	104	1060	2
18:15	26	327	18	1	372	19	94	25	0	138	22	331	18	2	373	13	68	21	0	102	985	3
Total	125	1380	78	5	1588	66	387	103	0	556	123	1526	119	10	1778	59	299	78	0	436	4358	15
Grand Total	342	4877	258	9	5486	323	1473	378	0	2174	481	5460	367	42	6350	216	1076	424	0	1716	15726	51
Apprch %	6.2%	88.9%	4.7%	0.2%		14.9%	67.8%	17.4%	0.0%		7.6%	86.0%	5.8%	0.7%		12.6%	62.7%	24.7%	0.0%			
Total %	2.2%	31.0%	1.6%	0.1%	34.9%	2.1%	9.4%	2.4%	0.0%	13.8%	3.1%	34.7%	2.3%	0.3%	40.4%	1.4%	6.8%	2.7%	0.0%	10.9%	100.0%	

AM PEAK HOUR	Adeline Street Southbound					Alcatraz Avenue Westbound					Adeline Street Northbound					Alcatraz Avenue Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 08:00 to 09:00																					
Peak Hour For Entire Intersection Begins at 08:00																					
08:00	23	272	14	0	309	25	95	24	0	144	25	303	20	1	349	19	50	23	0	92	894
08:15	26	320	13	0	359	17	81	31	0	129	27	369	30	3	429	23	77	26	0	126	1043
08:30	25	305	13	0	343	24	96	19	0	139	28	325	20	5	378	15	57	43	0	115	975
08:45	11	282	12	0	305	26	98	26	0	150	32	329	18	1	380	12	59	30	0	101	936
Total Volume	85	1179	52	0	1316	92	370	100	0	562	112	1326	88	10	1536	69	243	122	0	434	3848
% App Total	6.5%	89.6%	4.0%	0.0%		16.4%	65.8%	17.8%	0.0%		7.3%	86.3%	5.7%	0.7%		15.9%	56.0%	28.1%	0.0%		
PHF	.817	.921	.929	.000	.916	.885	.944	.806	.000	.937	.875	.898	.733	.500	.895	.750	.789	.709	.000	.861	.922

PM PEAK HOUR	Adeline Street Southbound					Alcatraz Avenue Westbound					Adeline Street Northbound					Alcatraz Avenue Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 17:00 to 18:00																					
Peak Hour For Entire Intersection Begins at 17:00																					
17:00	21	370	23	0	414	17	99	24	0	140	37	363	31	4	435	17	83	24	0	124	1113
17:15	24	374	19	0	417	19	104	23	0	146	36	414	30	1	481	4	83	25	0	112	1156
17:30	40	369	18	2	429	12	110	21	0	143	41	405	40	6	492	18	66	24	0	108	1172
17:45	28	360	22	1	411	17	94	28	0	139	32	397	39	1	469	15	90	17	0	122	1141
Total Volume	113	1473	82	3	1671	65	407	96	0	568	146	1579	140	12	1877	54	322	90	0	466	4582
% App Total	6.8%	88.2%	4.9%	0.2%		11.4%	71.7%	16.9%	0.0%		7.8%	84.1%	7.5%	0.6%		11.6%	69.1%	19.3%	0.0%		
PHF	.706	.985	.891	.375	.974	.855	.925	.857	.000	.973	.890	.954	.875	.500	.954	.750	.894	.900	.000	.940	.977

ALL TRAFFIC DATA

City of Berkeley
All Vehicles on Unshifted
Peds & Bikes on Bank 1
Nothing on Bank 2

(916) 771-8700
orders@atdtraffic.com

File Name : 15-7153-007 Adeline Street-Alcatraz Avenue.ppd
Date : 4/8/2015

Bank 1 Count = Peds & Bikes

	Adeline Street Southbound					Alcatraz Avenue Westbound					Adeline Street Northbound					Alcatraz Avenue Eastbound						
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total	Ped Total
07:30	1	3	2	1	6	0	1	4	9	5	0	4	0	4	4	0	1	0	12	1	16	26
07:45	1	3	0	9	4	0	4	1	9	5	1	10	0	4	11	2	2	1	17	5	25	39
08:00	1	2	0	2	3	0	5	2	13	7	0	8	0	5	8	2	4	0	19	6	24	39
08:15	0	3	0	4	3	1	6	1	13	8	2	9	0	8	11	2	2	0	12	4	26	37
Total	3	11	2	16	16	1	16	8	44	25	3	31	0	21	34	6	9	1	60	16	91	141
08:30	0	1	0	5	1	1	7	2	11	10	1	15	0	2	16	2	2	0	17	4	31	35
08:45	1	2	0	7	3	0	7	3	4	10	0	11	0	7	11	2	4	0	27	6	30	45
09:00	0	4	0	4	4	0	5	2	11	7	1	11	0	3	12	1	2	0	15	3	26	33
09:15	0	0	0	2	0	2	7	2	8	11	0	9	1	6	10	1	1	0	22	2	23	38
Total	1	7	0	18	8	3	26	9	34	38	2	46	1	18	49	6	9	0	81	15	110	151
16:30	0	5	0	3	5	0	1	0	9	1	0	1	0	8	1	0	4	0	14	4	11	34
16:45	2	5	1	2	8	1	1	0	9	2	0	6	0	6	6	1	4	0	23	5	21	40
17:00	1	6	0	2	7	0	4	0	7	4	0	2	0	5	2	1	3	0	30	4	17	44
17:15	1	10	2	3	13	0	3	0	8	3	0	3	1	5	4	1	8	0	26	9	29	42
Total	4	26	3	10	33	1	9	0	33	10	0	12	1	24	13	3	19	0	93	22	78	160
17:30	1	11	0	3	12	0	5	1	14	6	0	4	1	2	5	2	4	0	17	6	29	36
17:45	1	12	1	11	14	0	3	1	14	4	0	9	0	8	9	0	5	0	18	5	32	51
18:00	1	13	0	6	14	1	1	2	10	4	0	0	0	5	0	0	9	1	13	10	28	34
18:15	0	7	1	8	8	2	2	1	10	5	0	12	1	4	13	1	4	0	30	5	31	52
Total	3	43	2	28	48	3	11	5	48	19	0	25	2	19	27	3	22	1	78	26	120	173
Grand Total	11	87	7	72	105	8	62	22	159	92	5	114	4	82	123	18	59	2	312	79	399	625
Apprch %	10.5%	82.9%	6.7%			8.7%	67.4%	23.9%			4.1%	92.7%	3.3%			22.8%	74.7%	2.5%				
Total %	2.8%	21.8%	1.8%		26.3%	2.0%	15.5%	5.5%		23.1%	1.3%	28.6%	1.0%		30.8%	4.5%	14.8%	0.5%		19.8%	100.0%	

ALL TRAFFIC DATA

City of Berkeley
All Vehicles on Unshifted
Peds & Bikes on Bank 1
Nothing on Bank 2

(916) 771-8700
orders@atdtraffic.com

File Name : 15-7153-007 Adeline Street-Alcatraz Avenue.ppd
Date : 4/8/2015

Bank 1 Count = Peds & Bikes

AM PEAK HOUR	Adeline Street Southbound					Alcatraz Avenue Westbound					Adeline Street Northbound					Alcatraz Avenue Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 08:00 to 09:00																					
Peak Hour For Entire Intersection Begins at 08:00																					
08:00	1	2	0	2	3	0	5	2	13	7	0	8	0	5	8	2	4	0	19	6	24
08:15	0	3	0	4	3	1	6	1	13	8	2	9	0	8	11	2	2	0	12	4	26
08:30	0	1	0	5	1	1	7	2	11	10	1	15	0	2	16	2	2	0	17	4	31
08:45	1	2	0	7	3	0	7	3	4	10	0	11	0	7	11	2	4	0	27	6	30
Total Volume	2	8	0	18	10	2	25	8	41	35	3	43	0	22	46	8	12	0	75	20	111
% App Total	20.0%	80.0%	0.0%			5.7%	71.4%	22.9%			6.5%	93.5%	0.0%			40.0%	60.0%	0.0%			
PHF	.500	.667	.000		.833	.500	.893	.667		.875	.375	.717	.000		.719	1.000	.750	.000		.833	.895

PM PEAK HOUR	Adeline Street Southbound					Alcatraz Avenue Westbound					Adeline Street Northbound					Alcatraz Avenue Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 17:00 to 18:00																					
Peak Hour For Entire Intersection Begins at 17:00																					
17:00	1	6	0	2	7	0	4	0	7	4	0	2	0	5	2	1	3	0	30	4	17
17:15	1	10	2	3	13	0	3	0	8	3	0	3	1	5	4	1	8	0	26	9	29
17:30	1	11	0	3	12	0	5	1	14	6	0	4	1	2	5	2	4	0	17	6	29
17:45	1	12	1	11	14	0	3	1	14	4	0	9	0	8	9	0	5	0	18	5	32
Total Volume	4	39	3	19	46	0	15	2	43	17	0	18	2	20	20	4	20	0	91	24	107
% App Total	8.7%	84.8%	6.5%			0.0%	88.2%	11.8%			0.0%	90.0%	10.0%			16.7%	83.3%	0.0%			
PHF	1.000	.813	.375		.821	.000	.750	.500		.708	.000	.500	.500		.556	.500	.625	.000		.667	.836

Southbound Peds = North Leg (traveling EB or WB)
Westbound Peds = East Leg (traveling NB or SB)
Northbound Peds = South Leg (traveling EB or WB)
Eastbound Peds = West Leg (traveling NB or SB)

ALL TRAFFIC DATA

City of Berkeley
All Vehicles on Unshifted
Peds & Bikes on Bank 1
Nothing on Bank 2

(916) 771-8700
orders@atdtraffic.com

File Name : 15-7153-008A Martin Luther King Jr. Way-Adeline Street.pj
Date : 4/8/2015

Unshifted Count = All Vehicles

	Adeline Street Southbound					Westbound					Martin Luther King Jr. Way Northbound					Adeline Street Eastbound						
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total	Uturn Total
07:30	0	192	34	3	229	0	0	0	0	0	32	238	0	0	270	61	0	25	0	86	585	3
07:45	0	224	52	2	278	0	0	0	0	0	31	266	0	1	298	64	0	22	0	86	662	3
08:00	0	261	53	2	316	0	0	0	0	0	45	279	0	2	326	75	0	34	0	109	751	4
08:15	0	302	69	0	371	0	0	0	0	0	32	333	0	1	366	108	0	25	1	134	871	2
Total	0	979	208	7	1194	0	0	0	0	0	140	1116	0	4	1260	308	0	106	1	415	2869	12
08:30	0	313	63	0	376	0	0	0	0	0	36	288	0	0	324	76	0	45	0	121	821	0
08:45	0	271	70	0	341	0	0	0	0	0	23	322	0	4	349	74	0	31	0	105	795	4
09:00	0	226	71	0	297	0	0	0	0	0	38	263	0	2	303	60	0	30	1	91	691	3
09:15	0	263	71	1	335	0	0	0	0	0	23	260	0	1	284	54	0	29	0	83	702	2
Total	0	1073	275	1	1349	0	0	0	0	0	120	1133	0	7	1260	264	0	135	1	400	3009	9
16:30	0	278	62	0	340	0	0	0	0	0	48	347	0	1	396	95	0	54	1	150	886	2
16:45	0	327	78	3	408	0	0	0	0	0	42	333	0	0	375	91	0	41	0	132	915	3
17:00	0	332	79	0	411	0	0	0	0	0	26	310	0	0	336	111	0	42	1	154	901	1
17:15	0	346	80	1	427	0	0	0	0	0	35	379	0	0	414	120	0	63	0	183	1024	1
Total	0	1283	299	4	1586	0	0	0	0	0	151	1369	0	1	1521	417	0	200	2	619	3726	7
17:30	0	323	78	1	402	0	0	0	0	0	42	332	0	0	374	142	0	53	0	195	971	1
17:45	0	331	77	0	408	0	0	0	0	0	40	356	0	1	397	134	0	49	0	183	988	1
18:00	0	271	67	2	340	0	0	0	0	0	27	323	0	0	350	102	0	44	0	146	836	2
18:15	0	295	90	0	385	0	0	0	0	0	29	276	0	0	305	101	0	38	2	141	831	2
Total	0	1220	312	3	1535	0	0	0	0	0	138	1287	0	1	1426	479	0	184	2	665	3626	6
Grand Total	0	4555	1094	15	5664	0	0	0	0	0	549	4905	0	13	5467	1468	0	625	6	2099	13230	34
Apprch %	0.0%	80.4%	19.3%	0.3%		0.0%	0.0%	0.0%	0.0%		10.0%	89.7%	0.0%	0.2%		69.9%	0.0%	29.8%	0.3%			
Total %	0.0%	34.4%	8.3%	0.1%	42.8%	0.0%	0.0%	0.0%	0.0%	0.0%	4.1%	37.1%	0.0%	0.1%	41.3%	11.1%	0.0%	4.7%	0.0%	15.9%	100.0%	

AM PEAK HOUR	Adeline Street Southbound					Westbound					Martin Luther King Jr. Way Northbound					Adeline Street Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 08:00 to 09:00																					
Peak Hour For Entire Intersection Begins at 08:00																					
08:00	0	261	53	2	316	0	0	0	0	0	45	279	0	2	326	75	0	34	0	109	751
08:15	0	302	69	0	371	0	0	0	0	0	32	333	0	1	366	108	0	25	1	134	871
08:30	0	313	63	0	376	0	0	0	0	0	36	288	0	0	324	76	0	45	0	121	821
08:45	0	271	70	0	341	0	0	0	0	0	23	322	0	4	349	74	0	31	0	105	795
Total Volume	0	1147	255	2	1404	0	0	0	0	0	136	1222	0	7	1365	333	0	135	1	469	3238
% App Total	0.0%	81.7%	18.2%	0.1%		0.0%	0.0%	0.0%	0.0%		10.0%	89.5%	0.0%	0.5%		71.0%	0.0%	28.8%	0.2%		
PHF	.000	.916	.911	.250	.934	.000	.000	.000	.000	.000	.756	.917	.000	.438	.932	.771	.000	.750	.250	.875	.929

PM PEAK HOUR	Adeline Street Southbound					Westbound					Martin Luther King Jr. Way Northbound					Adeline Street Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 17:00 to 18:00																					
Peak Hour For Entire Intersection Begins at 17:00																					
17:00	0	332	79	0	411	0	0	0	0	0	26	310	0	0	336	111	0	42	1	154	901
17:15	0	346	80	1	427	0	0	0	0	0	35	379	0	0	414	120	0	63	0	183	1024
17:30	0	323	78	1	402	0	0	0	0	0	42	332	0	0	374	142	0	53	0	195	971
17:45	0	331	77	0	408	0	0	0	0	0	40	356	0	1	397	134	0	49	0	183	988
Total Volume	0	1332	314	2	1648	0	0	0	0	0	143	1377	0	1	1521	507	0	207	1	715	3884
% App Total	0.0%	80.8%	19.1%	0.1%		0.0%	0.0%	0.0%	0.0%		9.4%	90.5%	0.0%	0.1%		70.9%	0.0%	29.0%	0.1%		
PHF	.000	.962	.981	.500	.965	.000	.000	.000	.000	.000	.851	.908	.000	.250	.918	.893	.000	.821	.250	.917	.948

ALL TRAFFIC DATA

City of Berkeley
All Vehicles on Unshifted
Peds & Bikes on Bank 1
Nothing on Bank 2

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orders@atdtraffic.com

File Name : 15-7153-008A Martin Luther King Jr. Way-Adeline Street.pj
Date : 4/8/2015

Bank 1 Count = Peds & Bikes

	Adeline Street Southbound					Westbound					Martin Luther King Jr. Way Northbound					Adeline Street Eastbound						
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total	Ped Total
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	3	0	0	2	3	3	4
07:45	0	1	0	0	1	0	0	0	0	0	0	3	0	2	3	9	0	2	5	11	15	7
08:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	8	0	0	4	8	9	4
08:15	0	1	1	0	2	0	0	0	0	0	1	2	0	0	3	9	0	0	1	9	14	1
Total	0	2	1	0	3	0	0	0	0	0	1	6	0	4	7	29	0	2	12	31	41	16
08:30	0	1	0	0	1	0	0	0	0	0	3	3	0	3	6	12	0	1	1	13	20	4
08:45	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3	6	0	1	6	7	10	9
09:00	0	2	0	0	2	0	0	0	0	0	0	1	0	2	1	8	0	1	1	9	12	3
09:15	0	0	0	0	0	0	0	0	0	0	0	3	0	2	3	6	0	0	2	6	9	4
Total	0	3	0	0	3	0	0	0	0	0	3	10	0	10	13	32	0	3	10	35	51	20
16:30	0	1	1	0	2	0	0	0	0	0	0	1	0	2	1	1	0	1	0	2	5	2
16:45	0	0	1	0	1	0	0	0	0	0	0	2	0	2	2	6	0	0	1	6	9	3
17:00	0	2	0	0	2	0	0	0	0	0	0	0	0	1	0	1	0	0	1	1	3	2
17:15	0	1	1	0	2	0	0	0	0	0	0	1	0	2	1	5	0	0	3	5	8	5
Total	0	4	3	0	7	0	0	0	0	0	0	4	0	7	4	13	0	1	5	14	25	12
17:30	0	2	1	0	3	0	0	0	0	0	0	1	0	1	1	8	0	1	3	9	13	4
17:45	0	4	1	1	5	0	0	0	0	0	0	4	0	2	4	2	0	1	1	3	12	4
18:00	0	1	0	0	1	0	0	0	0	0	0	0	0	5	0	0	0	0	3	0	1	8
18:15	0	6	0	0	6	0	0	0	0	0	1	2	0	1	3	6	0	0	4	6	15	5
Total	0	13	2	1	15	0	0	0	0	0	1	7	0	9	8	16	0	2	11	18	41	21
Grand Total	0	22	6	1	28	0	0	0	0	0	5	27	0	30	32	90	0	8	38	98	158	69
Apprch %	0.0%	78.6%	21.4%			0.0%	0.0%	0.0%			15.6%	84.4%	0.0%			91.8%	0.0%	8.2%				
Total %	0.0%	13.9%	3.8%		17.7%	0.0%	0.0%	0.0%		0.0%	3.2%	17.1%	0.0%		20.3%	57.0%	0.0%	5.1%		62.0%	100.0%	

AM PEAK HOUR	Adeline Street Southbound					Westbound					Martin Luther King Jr. Way Northbound					Adeline Street Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 08:00 to 09:00																					
Peak Hour For Entire Intersection Begins at 08:00																					
08:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	8	0	0	4	8	9
08:15	0	1	1	0	2	0	0	0	0	0	1	2	0	0	3	9	0	0	1	9	14
08:30	0	1	0	0	1	0	0	0	0	0	3	3	0	3	6	12	0	1	1	13	20
08:45	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3	6	0	1	6	7	10
Total Volume	0	2	1	0	3	0	0	0	0	0	4	9	0	6	13	35	0	2	12	37	53
% App Total	0.0%	66.7%	33.3%			0.0%	0.0%	0.0%			30.8%	69.2%	0.0%			94.6%	0.0%	5.4%			
PHF	.000	.500	.250		.375	.000	.000	.000		.000	.333	.750	.000		.542	.729	.000	.500		.712	.663

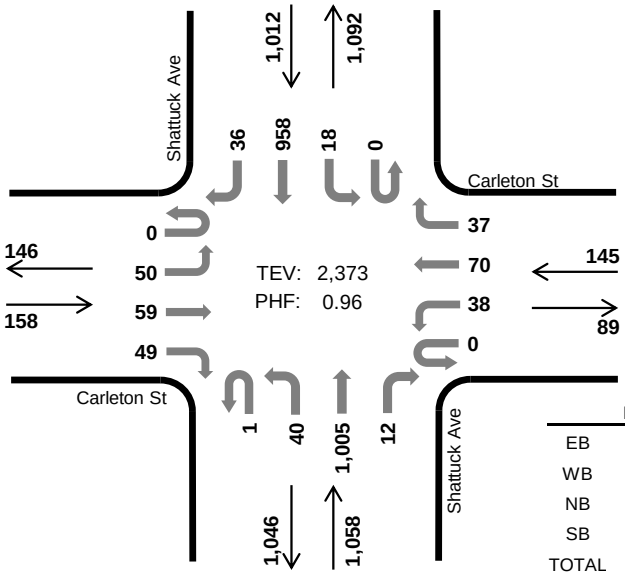
PM PEAK HOUR	Adeline Street Southbound					Westbound					Martin Luther King Jr. Way Northbound					Adeline Street Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 17:00 to 18:00																					
Peak Hour For Entire Intersection Begins at 17:00																					
17:00	0	2	0	0	2	0	0	0	0	0	0	0	0	1	0	1	0	0	1	1	3
17:15	0	1	1	0	2	0	0	0	0	0	0	1	0	2	1	5	0	0	3	5	8
17:30	0	2	1	0	3	0	0	0	0	0	0	1	0	1	1	8	0	1	3	9	13
17:45	0	4	1	1	5	0	0	0	0	0	0	4	0	2	4	2	0	1	1	3	12
Total Volume	0	9	3	1	12	0	0	0	0	0	0	6	0	6	6	16	0	2	8	18	36
% App Total	0.0%	75.0%	25.0%			0.0%	0.0%	0.0%			0.0%	100.0%	0.0%			88.9%	0.0%	11.1%			
PHF	.000	.563	.750		.600	.000	.000	.000		.000	.000	.375	.000		.375	.500	.000	.500		.500	.692

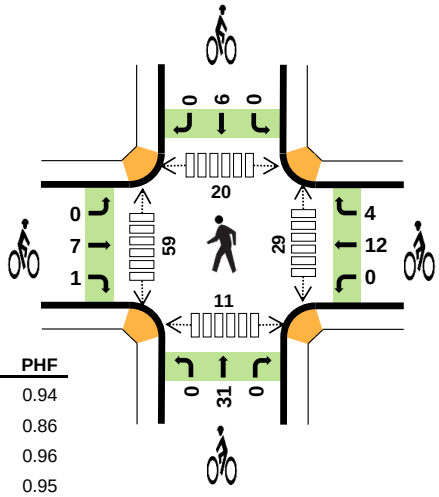
Southbound Peds = North Leg (traveling EB or WB)
Westbound Peds = East Leg (traveling NB or SB)
Northbound Peds = South Leg (traveling EB or WB)
Eastbound Peds = West Leg (traveling NB or SB)

Shattuck Ave
Carleton St

Date: 05-03-2018
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM

Peak Hour





	HV %:	PHF
EB	0.6%	0.94
WB	1.4%	0.86
NB	2.4%	0.96
SB	2.4%	0.95
TOTAL	2.2%	0.96

Two-Hour Count Summaries

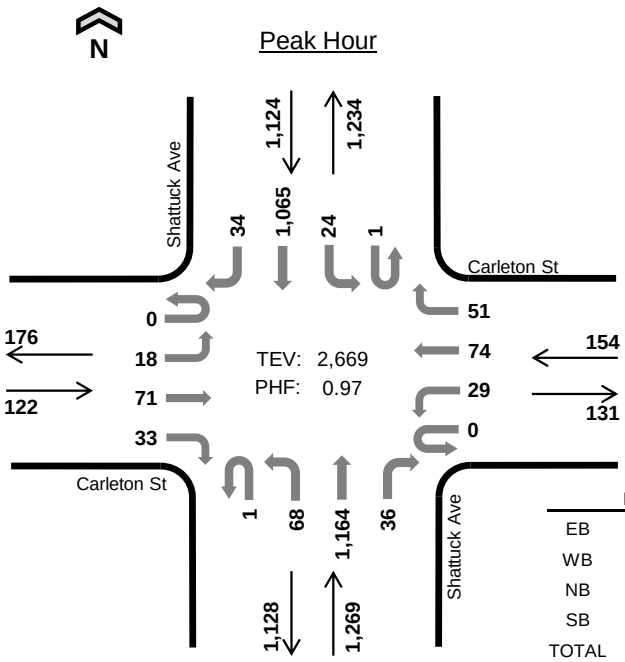
Interval Start		Carleton St Eastbound				Carleton St Westbound				Shattuck Ave Northbound				Shattuck Ave Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	5	1	9	0	4	3	2	0	8	123	2	0	2	119	7	285	0
7:15 AM		0	5	3	7	0	7	2	7	0	6	149	1	0	2	150	4	343	0
7:30 AM		0	10	7	11	0	10	1	4	1	7	191	3	0	2	180	4	431	0
7:45 AM		0	15	17	11	0	7	9	7	0	6	244	5	0	4	202	7	534	1,593
8:00 AM		**0**	**11**	**20**	**10**	**0**	**11**	**15**	**6**	**0**	**12**	**237**	**2**	**0**	**8**	**252**	**5**	**589**	1,897
8:15 AM		**0**	**11**	**15**	**16**	**0**	**10**	**18**	**14**	**0**	**12**	**259**	**5**	**0**	**4**	**249**	**8**	**621**	2,175
8:30 AM		**0**	**12**	**15**	**12**	**0**	**11**	**22**	**7**	**0**	**7**	**253**	**2**	**0**	**3**	**239**	**9**	**592**	2,336
8:45 AM		**0**	**16**	**9**	**11**	**0**	**6**	**15**	**10**	**1**	**9**	**256**	**3**	**0**	**3**	**218**	**14**	**571**	**2,373**
Count Total		0	85	87	87	0	66	85	57	2	67	1,712	23	0	28	1,609	58	3,966	0
Peak Hour	**All**	**0**	**50**	**59**	**49**	**0**	**38**	**70**	**37**	**1**	**40**	**1,005**	**12**	**0**	**18**	**958**	**36**	**2,373**	**0**
	HV	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**25**	**0**	**0**	**1**	**23**	**0**	**52**	**0**
	HV%	**-**	**0%**	**2%**	**0%**	**-**	**3%**	**0%**	**3%**	**0%**	**0%**	**2%**	**0%**	**-**	**6%**	**2%**	**0%**	**2%**	**0**

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

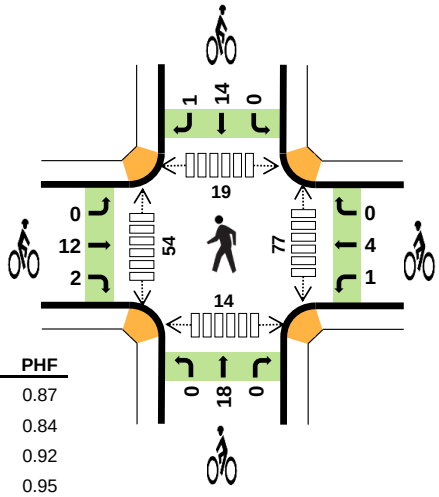
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	0	9	8	*17*	1	2	3	2	*8*	5	8	2	0	*15*
7:15 AM	0	0	5	3	*8*	1	1	4	2	*8*	2	4	0	0	*6*
7:30 AM	0	0	4	8	*12*	2	2	6	1	*11*	0	5	2	0	*7*
7:45 AM	1	1	8	6	*16*	0	2	4	3	*9*	8	8	4	4	*24*
8:00 AM	**0**	**0**	**8**	**8**	***16***	**1**	**3**	**5**	**2**	***11***	**6**	**15**	**4**	**5**	*30*
8:15 AM	**0**	**2**	**7**	**7**	***16***	**1**	**4**	**4**	**1**	***10***	**6**	**20**	**4**	**2**	*32*
8:30 AM	**0**	**0**	**5**	**4**	***9***	**4**	**5**	**13**	**3**	***25***	**7**	**10**	**4**	**4**	*25*
8:45 AM	**1**	**0**	**5**	**5**	***11***	**2**	**4**	**9**	**0**	***15***	**10**	**14**	**8**	**0**	***32***
Count Total	2	3	51	49	*105*	12	23	48	14	*97*	44	84	28	15	*171*
Peak Hour	**1**	**2**	**25**	**24**	***52***	**8**	**16**	**31**	**6**	***61***	**29**	**59**	**20**	**11**	***119***

Shattuck Ave
Carleton St

Date: 05-03-2018
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	0.0%	0.84
NB	1.5%	0.92
SB	1.8%	0.95
TOTAL	1.5%	0.97



Two-Hour Count Summaries

Interval Start		Carleton St Eastbound				Carleton St Westbound				Shattuck Ave Northbound				Shattuck Ave 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	3	11	6	0	8	8	7	1	13	271	3	0	4	272	11	618	0
4:15 PM		0	4	13	6	0	1	16	10	0	16	255	7	0	1	259	11	599	0
4:30 PM		0	7	17	6	0	5	14	5	0	10	276	9	0	2	287	2	640	0
4:45 PM		0	7	14	16	0	13	20	14	0	12	273	7	0	7	281	7	671	2,528
5:00 PM		**0**	**5**	**15**	**6**	**0**	**7**	**18**	**12**	**0**	**18**	**268**	**4**	**0**	**3**	**282**	**9**	**647**	2,557
5:15 PM		**0**	**5**	**19**	**7**	**0**	**9**	**24**	**7**	**1**	**10**	**314**	**6**	**0**	**6**	**262**	**8**	**678**	2,636
5:30 PM		**0**	**3**	**17**	**10**	**0**	**4**	**14**	**13**	**0**	**19**	**274**	**10**	**0**	**8**	**283**	**4**	**659**	2,655
5:45 PM		**0**	**5**	**20**	**10**	**0**	**9**	**18**	**19**	**0**	**21**	**308**	**16**	**1**	**7**	**238**	**13**	**685**	**2,669**
Count Total		0	39	126	67	0	56	132	87	2	119	2,239	62	1	38	2,164	65	5,197	0
Peak Hour	**All**	**0**	**18**	**71**	**33**	**0**	**29**	**74**	**51**	**1**	**68**	**1,164**	**36**	**1**	**24**	**1,065**	**34**	**2,669**	**0**
	HV	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**18**	**0**	**0**	**0**	**20**	**0**	**39**	**0**
	HV%	**-**	**0%**	**0%**	**0%**	**-**	**0%**	**0%**	**0%**	**0%**	**1%**	**2%**	**0%**	**0%**	**0%**	**2%**	**0%**	**1%**	**0**

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

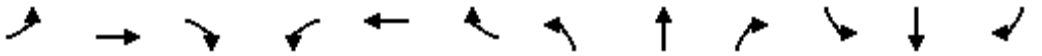
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	1	9	5	*15*	1	1	6	3	*11*	16	8	3	5	*32*
4:15 PM	0	0	6	3	*9*	0	3	1	4	*8*	20	9	7	1	*37*
4:30 PM	0	0	5	5	*10*	1	1	7	2	*11*	10	21	7	1	*39*
4:45 PM	0	1	5	3	*9*	2	1	3	7	*13*	12	12	3	3	*30*
5:00 PM	**0**	**0**	**3**	**5**	***8***	**2**	**0**	**1**	**5**	***8***	**14**	**18**	**4**	**6**	*42*
5:15 PM	**0**	**0**	**4**	**4**	***8***	**6**	**2**	**4**	**2**	***14***	**30**	**12**	**3**	**2**	*47*
5:30 PM	**0**	**0**	**8**	**6**	***14***	**4**	**3**	**6**	**4**	***17***	**17**	**10**	**5**	**3**	*35*
5:45 PM	**0**	**0**	**4**	**5**	***9***	**2**	**0**	**7**	**4**	***13***	**16**	**14**	**7**	**3**	***40***
Count Total	0	2	44	36	*82*	18	11	35	31	*95*	135	104	39	24	*302*
Peak Hour	**0**	**0**	**19**	**20**	***39***	**14**	**5**	**18**	**15**	***52***	**77**	**54**	**19**	**14**	***164***

APPENDIX D
INTERSECTION LOS CALCULATIONS

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	52	282	95	0	0	0	0	1038	96	9	936	0
Future Volume (veh/h)	52	282	95	0	0	0	0	1038	96	9	936	0
Number	5	2	12				3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.93				1.00		0.92	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900				0	1863	1900	1863	1863	0
Adj Flow Rate, veh/h	58	313	72				0	1153	99	10	1040	0
Adj No. of Lanes	0	2	0				0	2	0	1	2	0
Peak Hour Factor	0.90	0.90	0.90				0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	2	0				0	2	2	2	2	0
Cap, veh/h	123	686	164				0	1628	139	99	2114	0
Arrive On Green	0.27	0.27	0.27				0.00	0.16	0.16	0.06	0.60	0.00
Sat Flow, veh/h	448	2495	598				0	3366	281	1774	3632	0
Grp Volume(v), veh/h	238	0	205				0	622	630	10	1040	0
Grp Sat Flow(s),veh/h/ln	1840	0	1701				0	1770	1784	1774	1770	0
Q Serve(g_s), s	9.7	0.0	8.9				0.0	29.9	30.1	0.5	15.1	0.0
Cycle Q Clear(g_c), s	9.7	0.0	8.9				0.0	29.9	30.1	0.5	15.1	0.0
Prop In Lane	0.24		0.35				0.00		0.16	1.00		0.00
Lane Grp Cap(c), veh/h	506	0	468				0	880	887	99	2114	0
V/C Ratio(X)	0.47	0.00	0.44				0.00	0.71	0.71	0.10	0.49	0.00
Avail Cap(c_a), veh/h	665	0	614				0	880	887	99	2114	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	27.2	0.0	26.9				0.0	31.4	31.5	40.4	10.3	0.0
Incr Delay (d2), s/veh	0.7	0.0	0.6				0.0	4.8	4.8	0.4	0.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.0	0.0	4.3				0.0	15.9	16.1	0.2	7.5	0.0
LnGrp Delay(d),s/veh	27.9	0.0	27.5				0.0	36.2	36.3	40.8	11.2	0.0
LnGrp LOS	C		C					D	D	D	B	
Approach Vol, veh/h		443						1252			1050	
Approach Delay, s/veh		27.7						36.2			11.4	
Approach LOS		C						D			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4			7	8
Phs Duration (G+Y+Rc), s		30.7		59.3			9.0	50.3
Change Period (Y+Rc), s		6.0		5.5			4.0	5.5
Max Green Setting (Gmax), s		32.5		46.0			5.0	37.0
Max Q Clear Time (g_c+I1), s		11.7		17.1			2.5	32.1
Green Ext Time (p_c), s		2.8		9.3			0.0	3.4

Intersection Summary	
HCM 2010 Ctrl Delay	25.4
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	663	0	5	0	0	34	0	621	4	0	603	427
Future Volume (vph)	663	0	5	0	0	34	0	621	4	0	603	427
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0		6.0			6.0		7.0			7.0	7.0
Lane Util. Factor	0.97		1.00			1.00		1.00			0.95	1.00
Frpb, ped/bikes	1.00		1.00			0.98		1.00			1.00	0.96
Flpb, ped/bikes	1.00		1.00			1.00		1.00			1.00	1.00
Frt	1.00		0.85			0.86		1.00			1.00	0.85
Flt Protected	0.95		1.00			1.00		1.00			1.00	1.00
Satd. Flow (prot)	3433		1583			1586		1861			3539	1519
Flt Permitted	0.95		1.00			1.00		1.00			1.00	1.00
Satd. Flow (perm)	3433		1583			1586		1861			3539	1519
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	721	0	5	0	0	37	0	675	4	0	655	464
RTOR Reduction (vph)	0	0	3	0	0	25	0	1	0	0	0	251
Lane Group Flow (vph)	721	0	2	0	0	12	0	678	0	0	655	213
Confl. Peds. (#/hr)			25						20			31
Confl. Bikes (#/hr)			24			5			28			5
Turn Type	Prot		Prot			Perm		NA			NA	Perm
Protected Phases	2		2					8			4	
Permitted Phases						6						4
Actuated Green, G (s)	18.5		18.5			18.5		26.8			26.8	26.8
Effective Green, g (s)	18.5		18.5			18.5		26.8			26.8	26.8
Actuated g/C Ratio	0.32		0.32			0.32		0.46			0.46	0.46
Clearance Time (s)	6.0		6.0			6.0		7.0			7.0	7.0
Vehicle Extension (s)	3.0		3.0			3.0		3.0			3.0	3.0
Lane Grp Cap (vph)	1089		502			503		855			1626	698
v/s Ratio Prot	c0.21		0.00					c0.36			0.19	
v/s Ratio Perm						0.01						0.14
v/c Ratio	0.66		0.00			0.02		0.79			0.40	0.31
Uniform Delay, d1	17.2		13.6			13.7		13.4			10.4	9.9
Progression Factor	1.00		1.00			1.00		1.00			1.00	1.00
Incremental Delay, d2	1.5		0.0			0.0		5.1			0.2	0.2
Delay (s)	18.7		13.6			13.7		18.5			10.6	10.2
Level of Service	B		B			B		B			B	B
Approach Delay (s)		18.7			13.7			18.5			10.4	
Approach LOS		B			B			B			B	

Intersection Summary			
HCM 2000 Control Delay	15.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	58.3	Sum of lost time (s)	13.0
Intersection Capacity Utilization	76.0%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	593	145	11	589	89	98	654	26	122	802	71
Future Volume (veh/h)	11	593	145	11	589	89	98	654	26	122	802	71
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.90	0.98		0.91	0.98		0.88	0.99		0.91
Parking Bus, 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
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	12	638	93	12	633	44	105	703	24	131	862	65
Adj No. of Lanes	0	2	1	0	2	1	1	2	0	1	2	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	51	1488	622	51	1487	624	216	1099	38	293	1427	108
Arrive On Green	0.44	0.44	0.44	0.44	0.44	0.44	0.10	0.10	0.10	0.07	0.43	0.43
Sat Flow, veh/h	22	3418	1428	22	3415	1434	588	3473	118	1774	3310	250
Grp Volume(v), veh/h	346	304	93	343	302	44	105	358	369	131	461	466
Grp Sat Flow(s),veh/h/ln	1829	1610	1428	1827	1610	1434	588	1770	1822	1774	1770	1790
Q Serve(g_s), s	0.0	11.8	3.5	0.0	11.7	1.6	15.8	17.5	17.5	4.2	18.0	18.0
Cycle Q Clear(g_c), s	11.6	11.8	3.5	11.5	11.7	1.6	23.5	17.5	17.5	4.2	18.0	18.0
Prop In Lane	0.03		1.00	0.03		1.00	1.00		0.07	1.00		0.14
Lane Grp Cap(c), veh/h	838	701	622	837	701	624	216	560	577	293	763	772
V/C Ratio(X)	0.41	0.43	0.15	0.41	0.43	0.07	0.49	0.64	0.64	0.45	0.60	0.60
Avail Cap(c_a), veh/h	838	701	622	837	701	624	239	629	648	345	1003	1014
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.88	0.88	0.88	0.86	0.86	0.86	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.6	17.7	15.3	17.6	17.6	14.8	41.8	35.4	35.4	19.6	19.7	19.7
Incr Delay (d2), s/veh	1.5	1.9	0.5	1.3	1.7	0.2	1.5	1.6	1.5	1.1	0.8	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.3	5.6	1.5	6.2	5.5	0.7	2.7	8.8	9.1	2.1	8.9	9.0
LnGrp Delay(d),s/veh	19.1	19.6	15.8	18.9	19.3	15.0	43.3	36.9	36.9	20.6	20.5	20.5
LnGrp LOS	B	B	B	B	B	B	D	D	D	C	C	C
Approach Vol, veh/h		743			689			832			1058	
Approach Delay, s/veh		18.9			18.8			37.7			20.5	
Approach LOS		B			B			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6	7	8
Phs Duration (G+Y+Rc), s		45.2		44.8		45.2	10.3	34.5
Change Period (Y+Rc), s		6.0		6.0		6.0	4.0	6.0
Max Green Setting (Gmax), s		27.0		51.0		27.0	9.0	32.0
Max Q Clear Time (g_c+I1), s		13.8		20.0		13.7	6.2	25.5
Green Ext Time (p_c), s		3.8		7.4		3.7	0.1	3.0

Intersection Summary	
HCM 2010 Ctrl Delay	24.1
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	160	509	105	120	507	38	65	574	70	19	402	112
Future Volume (veh/h)	160	509	105	120	507	38	65	574	70	19	402	112
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.91	1.00		0.88
Parking Bus, 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
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	174	553	0	130	551	0	71	624	68	21	437	27
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	208	1530	0	162	1437	0	148	928	101	39	815	320
Arrive On Green	0.12	0.43	0.00	0.09	0.41	0.00	0.08	0.29	0.29	0.02	0.23	0.23
Sat Flow, veh/h	1774	3632	0	1774	3632	0	1774	3183	346	1774	3539	1389
Grp Volume(v), veh/h	174	553	0	130	551	0	71	346	346	21	437	27
Grp Sat Flow(s),veh/h/ln	1774	1770	0	1774	1770	0	1774	1770	1759	1774	1770	1389
Q Serve(g_s), s	9.7	10.6	0.0	7.3	11.1	0.0	3.9	17.5	17.6	1.2	11.0	1.2
Cycle Q Clear(g_c), s	9.7	10.6	0.0	7.3	11.1	0.0	3.9	17.5	17.6	1.2	11.0	1.2
Prop In Lane	1.00		0.00	1.00		0.00	1.00		0.20	1.00		1.00
Lane Grp Cap(c), veh/h	208	1530	0	162	1437	0	148	516	513	39	815	320
V/C Ratio(X)	0.84	0.36	0.00	0.80	0.38	0.00	0.48	0.67	0.67	0.54	0.54	0.08
Avail Cap(c_a), veh/h	333	1537	0	315	1537	0	280	542	538	245	1083	425
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.7	19.3	0.0	45.1	21.2	0.0	44.3	31.6	31.6	49.0	34.2	17.0
Incr Delay (d2), s/veh	9.8	0.1	0.0	9.0	0.2	0.0	2.4	3.0	3.1	11.0	0.5	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.3	5.3	0.0	4.0	5.5	0.0	2.0	9.0	9.0	0.7	5.4	0.6
LnGrp Delay(d),s/veh	53.5	19.5	0.0	54.1	21.3	0.0	46.7	34.6	34.7	60.0	34.8	17.1
LnGrp LOS	D	B		D	C		D	C	C	E	C	B
Approach Vol, veh/h		727			681			763			485	
Approach Delay, s/veh		27.6			27.6			35.8			34.9	
Approach LOS		C			C			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.2	48.3	12.4	27.3	15.9	45.6	6.2	33.5
Change Period (Y+Rc), s	4.0	4.5	4.0	4.0	4.0	4.5	4.0	4.0
Max Green Setting (Gmax), s	18.0	44.0	16.0	31.0	19.0	44.0	14.0	31.0
Max Q Clear Time (g_c+I1), s	9.3	12.6	5.9	13.0	11.7	13.1	3.2	19.6
Green Ext Time (p_c), s	0.2	4.3	0.1	2.9	0.3	4.3	0.0	3.5

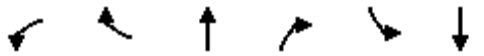
Intersection Summary	
HCM 2010 Ctrl Delay	31.3
HCM 2010 LOS	C

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	36	464	48	27	586	159	54	468	31	125	414	32
Future Volume (vph)	36	464	48	27	586	159	54	468	31	125	414	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.5			5.5	5.5		5.5			5.5	
Lane Util. Factor		0.95			1.00	1.00		0.95			0.95	
Frpb, ped/bikes		0.99			1.00	0.95		0.99			1.00	
Flpb, ped/bikes		1.00			1.00	1.00		1.00			1.00	
Frt		0.99			1.00	0.85		0.99			0.99	
Flt Protected		1.00			1.00	1.00		1.00			0.99	
Satd. Flow (prot)		3460			1857	1500		3466			3451	
Flt Permitted		0.85			0.96	1.00		0.82			0.58	
Satd. Flow (perm)		2943			1788	1500		2870			2037	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	37	478	49	28	604	164	56	482	32	129	427	33
RTOR Reduction (vph)	0	7	0	0	0	39	0	5	0	0	5	0
Lane Group Flow (vph)	0	557	0	0	632	125	0	565	0	0	584	0
Confl. Peds. (#/hr)	27		38	38		27	37		45	45		37
Confl. Bikes (#/hr)			7			12			35			10
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		pm+pt	NA	
Protected Phases		6			6			8		7	4	
Permitted Phases	6			6		6	8			4		
Actuated Green, G (s)		45.9			45.9	45.9		23.6			33.1	
Effective Green, g (s)		45.9			45.9	45.9		23.6			33.1	
Actuated g/C Ratio		0.51			0.51	0.51		0.26			0.37	
Clearance Time (s)		5.5			5.5	5.5		5.5			5.5	
Vehicle Extension (s)		3.0			3.0	3.0		3.0			3.0	
Lane Grp Cap (vph)		1500			911	765		752			835	
v/s Ratio Prot											c0.04	
v/s Ratio Perm		0.19			c0.35	0.08		0.20			c0.21	
v/c Ratio		0.37			0.69	0.16		0.75			0.70	
Uniform Delay, d1		13.3			16.7	11.8		30.5			24.2	
Progression Factor		1.00			1.00	1.00		1.00			1.00	
Incremental Delay, d2		0.7			4.3	0.5		4.2			2.6	
Delay (s)		14.0			21.1	12.2		34.7			26.8	
Level of Service		B			C	B		C			C	
Approach Delay (s)		14.0			19.2			34.7			26.8	
Approach LOS		B			B			C			C	

Intersection Summary			
HCM 2000 Control Delay	23.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	100.8%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	493	51	755	719	0	856
Future Volume (vph)	493	51	755	719	0	856
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0		5.0
Lane Util. Factor	0.97	1.00	0.91	0.91		0.95
Frpb, ped/bikes	1.00	0.96	0.99	1.00		1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00		1.00
Frt	1.00	0.85	0.96	0.85		1.00
Flt Protected	0.95	1.00	1.00	1.00		1.00
Satd. Flow (prot)	3433	1521	3225	1441		3539
Flt Permitted	0.95	1.00	1.00	1.00		1.00
Satd. Flow (perm)	3433	1521	3225	1441		3539
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	530	55	812	773	0	920
RTOR Reduction (vph)	0	42	0	0	0	0
Lane Group Flow (vph)	530	13	1098	487	0	920
Confl. Peds. (#/hr)		20		20		
Confl. Bikes (#/hr)		10		52		
Turn Type	Prot	Perm	NA	pt+ov		NA
Protected Phases	6		7	7 6		4
Permitted Phases		6				
Actuated Green, G (s)	20.8	20.8	59.2	90.0		59.2
Effective Green, g (s)	20.8	20.8	59.2	90.0		59.2
Actuated g/C Ratio	0.23	0.23	0.66	1.00		0.66
Clearance Time (s)	5.0	5.0	5.0			5.0
Vehicle Extension (s)	3.0	3.0	3.0			3.0
Lane Grp Cap (vph)	793	351	2121	1441		2327
v/s Ratio Prot	c0.15		c0.34	0.34		0.26
v/s Ratio Perm		0.01				
v/c Ratio	0.67	0.04	0.52	0.34		0.40
Uniform Delay, d1	31.5	26.8	8.0	0.0		7.1
Progression Factor	1.00	1.00	1.01	1.00		1.31
Incremental Delay, d2	2.1	0.0	0.1	0.0		0.5
Delay (s)	33.6	26.9	8.1	0.0		9.8
Level of Service	C	C	A	A		A
Approach Delay (s)	33.0		5.6			9.8
Approach LOS	C		A			A

Intersection Summary			
HCM 2000 Control Delay	12.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	56.3%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	69	243	122	92	370	100	122	1326	88	85	1179	52
Future Volume (veh/h)	69	243	122	92	370	100	122	1326	88	85	1179	52
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	0.99		0.95	1.00		0.84	1.00		0.91
Parking Bus, 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
Adj Sat Flow, veh/h/ln	1900	1863	1863	1863	1863	1900	1863	1471	1900	1863	1863	1900
Adj Flow Rate, veh/h	75	264	61	100	402	97	133	1441	87	92	1282	52
Adj No. of Lanes	0	1	1	1	1	0	1	3	0	1	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	104	339	609	130	574	139	171	1373	83	132	1681	68
Arrive On Green	0.40	0.40	0.40	0.40	0.40	0.40	0.10	0.36	0.36	0.02	0.11	0.11
Sat Flow, veh/h	138	847	1522	1044	1435	346	1774	3822	231	1774	4991	202
Grp Volume(v), veh/h	339	0	61	100	0	499	133	1009	519	92	871	463
Grp Sat Flow(s),veh/h/ln	985	0	1522	1044	0	1782	1774	1338	1376	1774	1695	1803
Q Serve(g_s), s	10.7	0.0	2.3	4.3	0.0	21.0	6.6	32.3	32.3	4.6	22.4	22.5
Cycle Q Clear(g_c), s	31.7	0.0	2.3	36.0	0.0	21.0	6.6	32.3	32.3	4.6	22.4	22.5
Prop In Lane	0.22		1.00	1.00		0.19	1.00		0.17	1.00		0.11
Lane Grp Cap(c), veh/h	443	0	609	130	0	713	171	961	494	132	1142	607
V/C Ratio(X)	0.77	0.00	0.10	0.77	0.00	0.70	0.78	1.05	1.05	0.70	0.76	0.76
Avail Cap(c_a), veh/h	443	0	609	130	0	713	237	961	494	177	1142	607
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.41	0.41	0.41	0.86	0.86	0.86
Uniform Delay (d), s/veh	26.0	0.0	16.9	43.9	0.0	22.5	39.7	28.8	28.8	42.9	36.5	36.5
Incr Delay (d2), s/veh	11.9	0.0	0.3	35.1	0.0	5.7	4.5	33.3	40.1	6.4	4.2	7.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.5	0.0	1.0	3.7	0.0	11.4	3.4	16.3	17.7	2.5	11.2	12.5
LnGrp Delay(d),s/veh	37.9	0.0	17.2	79.0	0.0	28.2	44.3	62.1	68.9	49.3	40.7	44.2
LnGrp LOS	D		B	E		C	D	F	F	D	D	D
Approach Vol, veh/h		400			599			1661			1426	
Approach Delay, s/veh		34.8			36.7			62.8			42.4	
Approach LOS		C			D			E			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		41.0	13.7	35.3		41.0	11.7	37.3
Change Period (Y+Rc), s		5.0	5.0	5.0		5.0	5.0	5.0
Max Green Setting (Gmax), s		36.0	12.0	27.0		36.0	9.0	30.0
Max Q Clear Time (g_c+I1), s		33.7	8.6	24.5		38.0	6.6	34.3
Green Ext Time (p_c), s		0.6	0.1	1.9		0.0	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	49.1
HCM 2010 LOS	D

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	333	135	143	1222	1149	255
Future Volume (veh/h)	333	135	143	1222	1149	255
Number	1	16	7	4	8	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1275	1863	1900
Adj Flow Rate, veh/h	358	93	154	1314	1235	245
Adj No. of Lanes	2	1	0	3	3	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	477	219	185	1320	2445	485
Arrive On Green	0.14	0.14	0.58	0.58	1.00	1.00
Sat Flow, veh/h	3442	1583	209	2390	4400	840
Grp Volume(v), veh/h	358	93	258	1210	989	491
Grp Sat Flow(s),veh/h/ln	1721	1583	384	1055	1695	1682
Q Serve(g_s), s	9.0	4.8	50.6	51.0	0.0	0.0
Cycle Q Clear(g_c), s	9.0	4.8	52.0	51.0	0.0	0.0
Prop In Lane	1.00	1.00	0.60			0.50
Lane Grp Cap(c), veh/h	477	219	286	1220	1959	972
V/C Ratio(X)	0.75	0.42	0.90	0.99	0.51	0.51
Avail Cap(c_a), veh/h	1071	493	286	1220	1959	972
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.57	0.57
Uniform Delay (d), s/veh	37.3	35.5	21.3	18.8	0.0	0.0
Incr Delay (d2), s/veh	2.4	1.3	33.2	24.0	0.5	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	2.2	9.0	18.7	0.1	0.3
LnGrp Delay(d),s/veh	39.7	36.8	54.5	42.8	0.5	1.1
LnGrp LOS	D	D	D	D	A	A
Approach Vol, veh/h	451			1468	1480	
Approach Delay, s/veh	39.1			44.8	0.7	
Approach LOS	D			D	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				57.0		17.5		57.0
Change Period (Y+Rc), s				5.0		5.0		5.0
Max Green Setting (Gmax), s				52.0		28.0		52.0
Max Q Clear Time (g_c+I1), s				54.0		11.0		2.0
Green Ext Time (p_c), s				0.0		1.5		16.8

Intersection Summary	
HCM 2010 Ctrl Delay	24.9
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	59	49	38	70	37	41	1005	12	18	958	36
Future Volume (veh/h)	50	59	49	38	70	37	41	1005	12	18	958	36
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.95	0.98		0.94	1.00		0.94	1.00		0.93
Parking Bus, 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
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	52	61	27	40	73	20	43	1047	11	19	998	36
Adj No. of Lanes	0	1	0	0	1	0	1	2	0	1	2	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	144	158	59	120	199	47	78	2292	24	45	2156	78
Arrive On Green	0.19	0.19	0.19	0.19	0.19	0.19	0.04	0.64	0.64	0.05	1.00	1.00
Sat Flow, veh/h	472	834	312	360	1054	250	1774	3585	38	1774	3474	125
Grp Volume(v), veh/h	140	0	0	133	0	0	43	517	541	19	508	526
Grp Sat Flow(s),veh/h/ln	1618	0	0	1665	0	0	1774	1770	1853	1774	1770	1830
Q Serve(g_s), s	0.4	0.0	0.0	0.0	0.0	0.0	2.1	13.4	13.4	0.9	0.0	0.0
Cycle Q Clear(g_c), s	6.2	0.0	0.0	5.8	0.0	0.0	2.1	13.4	13.4	0.9	0.0	0.0
Prop In Lane	0.37		0.19	0.30		0.15	1.00		0.02	1.00		0.07
Lane Grp Cap(c), veh/h	360	0	0	366	0	0	78	1131	1185	45	1098	1135
V/C Ratio(X)	0.39	0.00	0.00	0.36	0.00	0.00	0.55	0.46	0.46	0.42	0.46	0.46
Avail Cap(c_a), veh/h	588	0	0	602	0	0	189	1131	1185	189	1098	1135
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.63	0.63	0.63	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.1	0.0	0.0	32.0	0.0	0.0	42.2	8.3	8.3	42.1	0.0	0.0
Incr Delay (d2), s/veh	0.7	0.0	0.0	0.6	0.0	0.0	3.8	0.8	0.8	6.3	1.4	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	0.0	0.0	2.9	0.0	0.0	1.1	6.7	7.0	0.5	0.4	0.4
LnGrp Delay(d),s/veh	32.8	0.0	0.0	32.6	0.0	0.0	45.9	9.1	9.1	48.4	1.4	1.4
LnGrp LOS	C			C			D	A	A	D	A	A
Approach Vol, veh/h		140			133			1101			1053	
Approach Delay, s/veh		32.8			32.6			10.5			2.2	
Approach LOS		C			C			B			A	

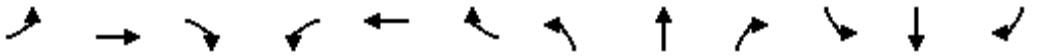
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		21.6	6.3	62.1		21.6	8.0	60.4
Change Period (Y+Rc), s		4.6	4.0	4.6		4.6	4.0	4.6
Max Green Setting (Gmax), s		30.4	9.6	36.8		30.4	9.6	36.8
Max Q Clear Time (g_c+I1), s		8.2	2.9	15.4		7.8	4.1	2.0
Green Ext Time (p_c), s		0.8	0.0	7.7		0.7	0.0	8.8

Intersection Summary	
HCM 2010 Ctrl Delay	9.4
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	58	374	139	0	0	0	0	1074	89	104	1087	0
Future Volume (veh/h)	58	374	139	0	0	0	0	1074	89	104	1087	0
Number	5	2	12				3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.94				1.00		0.90	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900				0	1863	1900	1863	1863	0
Adj Flow Rate, veh/h	60	390	127				0	1119	87	108	1132	0
Adj No. of Lanes	0	2	0				0	2	0	1	2	0
Peak Hour Factor	0.96	0.96	0.96				0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	2	0				0	2	2	2	2	0
Cap, veh/h	93	620	212				0	1645	128	131	2176	0
Arrive On Green	0.26	0.26	0.26				0.00	0.50	0.50	0.07	0.61	0.00
Sat Flow, veh/h	351	2347	804				0	3390	256	1774	3632	0
Grp Volume(v), veh/h	315	0	262				0	600	606	108	1132	0
Grp Sat Flow(s),veh/h/ln	1845	0	1657				0	1770	1784	1774	1770	0
Q Serve(g_s), s	14.4	0.0	13.1				0.0	24.4	24.5	5.7	17.2	0.0
Cycle Q Clear(g_c), s	14.4	0.0	13.1				0.0	24.4	24.5	5.7	17.2	0.0
Prop In Lane	0.19		0.48				0.00		0.14	1.00		0.00
Lane Grp Cap(c), veh/h	488	0	438				0	883	890	131	2176	0
V/C Ratio(X)	0.65	0.00	0.60				0.00	0.68	0.68	0.83	0.52	0.00
Avail Cap(c_a), veh/h	631	0	567				0	883	890	131	2176	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	31.0	0.0	30.5				0.0	18.0	18.1	43.4	10.4	0.0
Incr Delay (d2), s/veh	1.4	0.0	1.3				0.0	4.2	4.2	33.4	0.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.5	0.0	6.1				0.0	12.9	13.0	4.0	8.6	0.0
LnGrp Delay(d),s/veh	32.5	0.0	31.9				0.0	22.2	22.3	76.8	11.3	0.0
LnGrp LOS	C		C					C	C	E	B	
Approach Vol, veh/h		577						1206			1240	
Approach Delay, s/veh		32.2						22.2			17.0	
Approach LOS		C						C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4			7	8
Phs Duration (G+Y+Rc), s		31.1		63.9			11.0	52.9
Change Period (Y+Rc), s		6.0		5.5			4.0	5.5
Max Green Setting (Gmax), s		32.5		51.0			7.0	40.0
Max Q Clear Time (g_c+I1), s		16.4		19.2			7.7	26.5
Green Ext Time (p_c), s		3.5		10.8			0.0	7.1

Intersection Summary	
HCM 2010 Ctrl Delay	22.0
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	716	0	7	0	0	42	0	579	8	0	655	639
Future Volume (vph)	716	0	7	0	0	42	0	579	8	0	655	639
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0		6.0			6.0		7.0			7.0	7.0
Lane Util. Factor	0.97		1.00			1.00		1.00			0.95	1.00
Frpb, ped/bikes	1.00		1.00			0.98		1.00			1.00	0.95
Flpb, ped/bikes	1.00		1.00			1.00		1.00			1.00	1.00
Frt	1.00		0.85			0.86		1.00			1.00	0.85
Flt Protected	0.95		1.00			1.00		1.00			1.00	1.00
Satd. Flow (prot)	3433		1583			1575		1858			3539	1506
Flt Permitted	0.95		1.00			1.00		1.00			1.00	1.00
Satd. Flow (perm)	3433		1583			1575		1858			3539	1506
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	778	0	8	0	0	46	0	629	9	0	712	695
RTOR Reduction (vph)	0	0	5	0	0	31	0	1	0	0	0	384
Lane Group Flow (vph)	778	0	3	0	0	15	0	637	0	0	712	311
Confl. Peds. (#/hr)			9						20			26
Confl. Bikes (#/hr)			14			16			20			30
Turn Type	Prot		Prot			Perm		NA			NA	Perm
Protected Phases	2		2					8			4	
Permitted Phases						2						4
Actuated Green, G (s)	19.3		19.3			19.3		26.2			26.2	26.2
Effective Green, g (s)	19.3		19.3			19.3		26.2			26.2	26.2
Actuated g/C Ratio	0.33		0.33			0.33		0.45			0.45	0.45
Clearance Time (s)	6.0		6.0			6.0		7.0			7.0	7.0
Vehicle Extension (s)	3.0		3.0			3.0		3.0			3.0	3.0
Lane Grp Cap (vph)	1132		522			519		832			1584	674
v/s Ratio Prot	c0.23		0.00					c0.34			0.20	
v/s Ratio Perm						0.01						0.21
v/c Ratio	0.69		0.01			0.03		0.77			0.45	0.46
Uniform Delay, d1	17.0		13.2			13.3		13.6			11.2	11.2
Progression Factor	1.00		1.00			1.00		1.00			1.00	1.00
Incremental Delay, d2	1.8		0.0			0.0		4.3			0.2	0.5
Delay (s)	18.7		13.2			13.3		17.8			11.4	11.7
Level of Service	B		B			B		B			B	B
Approach Delay (s)		18.7			13.3			17.8			11.6	
Approach LOS		B			B			B			B	

Intersection Summary			
HCM 2000 Control Delay	14.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	58.5	Sum of lost time (s)	13.0
Intersection Capacity Utilization	75.6%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	665	134	9	589	119	140	916	61	118	796	68
Future Volume (veh/h)	19	665	134	9	589	119	140	916	61	118	796	68
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.89	0.99		0.89	0.98		0.88	1.00		0.91
Parking Bus, 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
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	20	686	74	9	607	56	144	944	58	122	821	63
Adj No. of Lanes	0	2	1	0	2	1	1	2	0	1	2	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	54	1142	479	43	1166	478	239	1178	72	273	1499	115
Arrive On Green	0.34	0.34	0.34	0.34	0.34	0.34	0.70	0.70	0.70	0.06	0.45	0.45
Sat Flow, veh/h	46	3359	1407	16	3429	1406	613	3358	206	1774	3304	253
Grp Volume(v), veh/h	373	333	74	329	287	56	144	497	505	122	440	444
Grp Sat Flow(s),veh/h/ln	1795	1610	1407	1835	1610	1406	613	1770	1795	1774	1770	1788
Q Serve(g_s), s	0.0	17.2	3.7	0.0	14.3	2.7	20.1	19.2	19.2	4.2	18.1	18.1
Cycle Q Clear(g_c), s	16.5	17.2	3.7	14.1	14.3	2.7	27.9	19.2	19.2	4.2	18.1	18.1
Prop In Lane	0.05		1.00	0.03		1.00	1.00		0.11	1.00		0.14
Lane Grp Cap(c), veh/h	648	548	479	661	548	478	239	621	629	273	803	811
V/C Ratio(X)	0.58	0.61	0.15	0.50	0.53	0.12	0.60	0.80	0.80	0.45	0.55	0.55
Avail Cap(c_a), veh/h	648	548	479	661	548	478	264	690	700	356	956	966
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.88	0.88	0.88	0.78	0.78	0.78	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.2	27.5	23.0	26.4	26.5	22.7	17.2	12.6	12.6	20.1	19.9	19.9
Incr Delay (d2), s/veh	3.7	5.0	0.7	2.4	3.2	0.4	2.5	4.9	4.8	1.2	0.6	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.2	8.3	1.5	7.6	6.9	1.1	3.5	9.7	9.8	2.1	8.9	9.0
LnGrp Delay(d),s/veh	30.9	32.4	23.7	28.8	29.7	23.1	19.7	17.4	17.4	21.2	20.4	20.4
LnGrp LOS	C	C	C	C	C	C	B	B	B	C	C	C
Approach Vol, veh/h		780			672			1146			1006	
Approach Delay, s/veh		30.9			28.7			17.7			20.5	
Approach LOS		C			C			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6	7	8
Phs Duration (G+Y+Rc), s		40.0		51.4		40.0	10.3	41.1
Change Period (Y+Rc), s		6.0		6.0		6.0	4.0	6.0
Max Green Setting (Gmax), s		34.0		54.0		34.0	11.0	39.0
Max Q Clear Time (g_c+I1), s		19.2		20.1		16.3	6.2	29.9
Green Ext Time (p_c), s		4.4		7.1		4.0	0.1	5.2

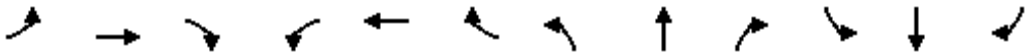
Intersection Summary	
HCM 2010 Ctrl Delay	23.4
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	188	583	81	87	463	36	111	628	92	22	636	143
Future Volume (veh/h)	188	583	81	87	463	36	111	628	92	22	636	143
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.90	1.00		0.84
Parking Bus, 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
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	194	601	0	90	477	0	114	647	87	23	656	75
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	1	2	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	227	1642	0	116	1419	0	143	903	121	41	832	313
Arrive On Green	0.13	0.46	0.00	0.07	0.40	0.00	0.08	0.29	0.29	0.02	0.24	0.24
Sat Flow, veh/h	1774	3632	0	1774	3632	0	1774	3088	414	1774	3539	1330
Grp Volume(v), veh/h	194	601	0	90	477	0	114	370	364	23	656	75
Grp Sat Flow(s),veh/h/ln	1774	1770	0	1774	1770	0	1774	1770	1733	1774	1770	1330
Q Serve(g_s), s	11.4	11.6	0.0	5.3	9.9	0.0	6.7	19.9	20.0	1.4	18.5	3.6
Cycle Q Clear(g_c), s	11.4	11.6	0.0	5.3	9.9	0.0	6.7	19.9	20.0	1.4	18.5	3.6
Prop In Lane	1.00		0.00	1.00		0.00	1.00		0.24	1.00		1.00
Lane Grp Cap(c), veh/h	227	1642	0	116	1419	0	143	517	507	41	832	313
V/C Ratio(X)	0.85	0.37	0.00	0.78	0.34	0.00	0.80	0.72	0.72	0.56	0.79	0.24
Avail Cap(c_a), veh/h	318	1642	0	301	1468	0	268	517	507	234	1034	389
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.3	18.4	0.0	48.8	22.0	0.0	47.9	33.6	33.6	51.3	38.1	17.7
Incr Delay (d2), s/veh	14.8	0.1	0.0	10.7	0.1	0.0	9.8	4.7	4.9	11.3	3.3	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.5	5.7	0.0	2.9	4.9	0.0	3.7	10.3	10.2	0.8	9.4	1.7
LnGrp Delay(d),s/veh	60.1	18.5	0.0	59.5	22.1	0.0	57.7	38.3	38.5	62.6	41.4	18.1
LnGrp LOS	E	B		E	C		E	D	D	E	D	B
Approach Vol, veh/h		795			567			848			754	
Approach Delay, s/veh		28.7			28.1			41.0			39.7	
Approach LOS		C			C			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.9	53.7	12.5	28.9	17.6	47.0	6.5	35.0
Change Period (Y+Rc), s	4.0	4.5	4.0	4.0	4.0	4.5	4.0	4.0
Max Green Setting (Gmax), s	18.0	44.0	16.0	31.0	19.0	44.0	14.0	31.0
Max Q Clear Time (g_c+I1), s	7.3	13.6	8.7	20.5	13.4	11.9	3.4	22.0
Green Ext Time (p_c), s	0.1	4.8	0.1	3.6	0.3	3.7	0.0	3.3

Intersection Summary	
HCM 2010 Ctrl Delay	34.9
HCM 2010 LOS	C

Notes



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	31	581	58	26	485	154	66	476	35	149	465	41
Future Volume (vph)	31	581	58	26	485	154	66	476	35	149	465	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.5			5.5	5.5		5.5			5.5	
Lane Util. Factor		0.95			1.00	1.00		0.95			0.95	
Frpb, ped/bikes		0.99			1.00	0.89		0.99			0.99	
Flpb, ped/bikes		1.00			1.00	1.00		1.00			1.00	
Frt		0.99			1.00	0.85		0.99			0.99	
Flt Protected		1.00			1.00	1.00		0.99			0.99	
Satd. Flow (prot)		3454			1856	1404		3452			3431	
Flt Permitted		0.91			0.95	1.00		0.78			0.58	
Satd. Flow (perm)		3148			1759	1404		2703			2011	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	33	612	61	27	511	162	69	501	37	157	489	43
RTOR Reduction (vph)	0	7	0	0	0	42	0	5	0	0	6	0
Lane Group Flow (vph)	0	699	0	0	538	120	0	602	0	0	683	0
Confl. Peds. (#/hr)	71		53	53		71	67		53	53		67
Confl. Bikes (#/hr)			6			6			27			42
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		pm+pt	NA	
Protected Phases		6			6			8		7	4	
Permitted Phases	6			6		6	8			4		
Actuated Green, G (s)		46.2			46.2	46.2		28.3			37.8	
Effective Green, g (s)		46.2			46.2	46.2		28.3			37.8	
Actuated g/C Ratio		0.49			0.49	0.49		0.30			0.40	
Clearance Time (s)		5.5			5.5	5.5		5.5			5.5	
Vehicle Extension (s)		3.0			3.0	3.0		3.0			3.0	
Lane Grp Cap (vph)		1530			855	682		805			882	
v/s Ratio Prot											c0.04	
v/s Ratio Perm		0.22			c0.31	0.09		0.22			c0.26	
v/c Ratio		0.46			0.63	0.18		0.75			0.77	
Uniform Delay, d1		16.1			18.1	13.7		30.1			24.9	
Progression Factor		1.00			1.00	1.00		1.00			1.00	
Incremental Delay, d2		1.0			3.5	0.6		3.8			4.3	
Delay (s)		17.1			21.6	14.3		34.0			29.2	
Level of Service		B			C	B		C			C	
Approach Delay (s)		17.1			19.9			34.0			29.2	
Approach LOS		B			B			C			C	

Intersection Summary			
HCM 2000 Control Delay	24.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	95.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	96.6%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	782	28	988	691	0	894
Future Volume (vph)	782	28	988	691	0	894
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0		5.0
Lane Util. Factor	0.97	1.00	0.91	0.91		0.95
Frpb, ped/bikes	1.00	0.85	1.00	1.00		1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00		1.00
Frt	1.00	0.85	0.98	0.85		1.00
Flt Protected	0.95	1.00	1.00	1.00		1.00
Satd. Flow (prot)	3433	1344	3298	1441		3539
Flt Permitted	0.95	1.00	1.00	1.00		1.00
Satd. Flow (perm)	3433	1344	3298	1441		3539
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	815	29	1029	720	0	931
RTOR Reduction (vph)	0	20	0	0	0	0
Lane Group Flow (vph)	815	9	1216	533	0	931
Confl. Peds. (#/hr)		109		20		
Confl. Bikes (#/hr)		45		19		
Turn Type	Prot	Perm	NA	pt+ov		NA
Protected Phases	6		7	7 6		4
Permitted Phases		6				
Actuated Green, G (s)	28.5	28.5	61.5	100.0		61.5
Effective Green, g (s)	28.5	28.5	61.5	100.0		61.5
Actuated g/C Ratio	0.28	0.28	0.62	1.00		0.62
Clearance Time (s)	5.0	5.0	5.0			5.0
Vehicle Extension (s)	3.0	3.0	3.0			3.0
Lane Grp Cap (vph)	978	383	2028	1441		2176
v/s Ratio Prot	c0.24		c0.37	0.37		0.26
v/s Ratio Perm		0.01				
v/c Ratio	0.83	0.02	0.60	0.37		0.43
Uniform Delay, d1	33.5	25.7	11.7	0.0		10.1
Progression Factor	1.00	1.00	0.23	1.00		1.15
Incremental Delay, d2	6.2	0.0	0.1	0.0		0.6
Delay (s)	39.7	25.8	2.9	0.0		12.1
Level of Service	D	C	A	A		B
Approach Delay (s)	39.2		2.0			12.1
Approach LOS	D		A			B

Intersection Summary			
HCM 2000 Control Delay	13.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	67.5%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	54	322	90	65	407	96	158	1759	140	116	1473	82
Future Volume (veh/h)	54	322	90	65	407	96	158	1759	140	116	1473	82
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.96	1.00		0.91	1.00		0.82
Parking Bus, 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
Adj Sat Flow, veh/h/ln	1900	1863	1863	1863	1863	1900	1863	1471	1900	1863	1863	1900
Adj Flow Rate, veh/h	55	329	42	66	415	90	161	1795	134	118	1503	78
Adj No. of Lanes	0	1	1	1	1	0	1	3	0	1	3	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	66	316	546	72	530	115	193	1526	113	154	1863	97
Arrive On Green	0.36	0.36	0.36	0.36	0.36	0.36	0.11	0.40	0.40	0.03	0.13	0.13
Sat Flow, veh/h	70	877	1516	1002	1472	319	1774	3784	281	1774	4891	254
Grp Volume(v), veh/h	384	0	42	66	0	505	161	1268	661	118	1042	539
Grp Sat Flow(s),veh/h/ln	946	0	1516	1002	0	1791	1774	1338	1388	1774	1695	1754
Q Serve(g_s), s	10.9	0.0	1.8	0.0	0.0	25.1	8.9	40.3	40.3	6.6	29.9	29.9
Cycle Q Clear(g_c), s	36.0	0.0	1.8	36.0	0.0	25.1	8.9	40.3	40.3	6.6	29.9	29.9
Prop In Lane	0.14		1.00	1.00		0.18	1.00		0.20	1.00		0.14
Lane Grp Cap(c), veh/h	382	0	546	72	0	645	193	1080	560	154	1292	668
V/C Ratio(X)	1.01	0.00	0.08	0.92	0.00	0.78	0.83	1.17	1.18	0.77	0.81	0.81
Avail Cap(c_a), veh/h	382	0	546	72	0	645	195	1080	560	195	1292	668
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.09	0.09	0.09	0.75	0.75	0.75
Uniform Delay (d), s/veh	33.8	0.0	21.1	50.0	0.0	28.5	43.7	29.8	29.8	47.6	40.1	40.1
Incr Delay (d2), s/veh	47.5	0.0	0.3	84.5	0.0	9.2	2.9	79.4	83.3	10.1	4.2	7.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	15.5	0.0	0.8	3.5	0.0	14.0	4.5	26.7	28.4	3.7	14.8	16.0
LnGrp Delay(d),s/veh	81.3	0.0	21.3	134.5	0.0	37.7	46.6	109.2	113.1	57.6	44.3	47.9
LnGrp LOS	F		C	F		D	D	F	F	E	D	D
Approach Vol, veh/h		426			571			2090			1699	
Approach Delay, s/veh		75.4			48.9			105.6			46.4	
Approach LOS		E			D			F			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		41.0	15.9	43.1		41.0	13.7	45.3
Change Period (Y+Rc), s		5.0	5.0	5.0		5.0	5.0	5.0
Max Green Setting (Gmax), s		36.0	11.0	38.0		36.0	11.0	38.0
Max Q Clear Time (g_c+I1), s		38.0	10.9	31.9		38.0	8.6	42.3
Green Ext Time (p_c), s		0.0	0.0	4.7		0.0	0.1	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	75.1
HCM 2010 LOS	E

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	507	207	144	1497	1334	314
Future Volume (veh/h)	507	207	144	1497	1334	314
Number	1	16	7	4	8	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1275	1863	1900
Adj Flow Rate, veh/h	534	175	152	1576	1404	297
Adj No. of Lanes	2	1	0	3	3	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	653	301	161	1414	2593	547
Arrive On Green	0.19	0.19	0.62	0.62	1.00	1.00
Sat Flow, veh/h	3442	1583	170	2385	4349	883
Grp Volume(v), veh/h	534	175	274	1454	1138	563
Grp Sat Flow(s),veh/h/ln	1721	1583	340	1055	1695	1674
Q Serve(g_s), s	14.9	10.1	60.4	62.0	0.0	0.0
Cycle Q Clear(g_c), s	14.9	10.1	62.0	62.0	0.0	0.0
Prop In Lane	1.00	1.00	0.55			0.53
Lane Grp Cap(c), veh/h	653	301	267	1309	2102	1038
V/C Ratio(X)	0.82	0.58	1.03	1.11	0.54	0.54
Avail Cap(c_a), veh/h	964	443	267	1309	2102	1038
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.54	0.54
Uniform Delay (d), s/veh	38.8	36.9	23.8	19.0	0.0	0.0
Incr Delay (d2), s/veh	3.6	1.8	62.5	61.2	0.5	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.4	4.6	12.0	28.9	0.2	0.3
LnGrp Delay(d),s/veh	42.4	38.7	86.3	80.2	0.5	1.1
LnGrp LOS	D	D	F	F	A	A
Approach Vol, veh/h	709			1728	1701	
Approach Delay, s/veh	41.5			81.2	0.7	
Approach LOS	D			F	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				67.0		24.0		67.0
Change Period (Y+Rc), s				5.0		5.0		5.0
Max Green Setting (Gmax), s				62.0		28.0		62.0
Max Q Clear Time (g_c+I1), s				64.0		16.9		2.0
Green Ext Time (p_c), s				0.0		2.1		22.4

Intersection Summary	
HCM 2010 Ctrl Delay	41.3
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	71	33	29	74	51	69	1164	36	25	1065	34
Future Volume (veh/h)	18	71	33	29	74	51	69	1164	36	25	1065	34
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.94	0.98		0.95	1.00		0.91	1.00		0.93
Parking Bus, 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
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	19	73	18	30	76	30	71	1200	36	26	1098	34
Adj No. of Lanes	0	1	0	0	1	0	1	2	0	1	2	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	71	226	50	85	189	65	92	2309	69	55	2235	69
Arrive On Green	0.18	0.18	0.18	0.18	0.18	0.18	0.05	0.66	0.66	0.03	0.64	0.64
Sat Flow, veh/h	160	1274	281	231	1069	368	1774	3497	105	1774	3496	108
Grp Volume(v), veh/h	110	0	0	136	0	0	71	607	629	26	556	576
Grp Sat Flow(s),veh/h/ln	1715	0	0	1668	0	0	1774	1770	1833	1774	1770	1834
Q Serve(g_s), s	0.0	0.0	0.0	0.7	0.0	0.0	4.0	17.7	17.8	1.4	16.5	16.5
Cycle Q Clear(g_c), s	5.4	0.0	0.0	6.9	0.0	0.0	4.0	17.7	17.8	1.4	16.5	16.5
Prop In Lane	0.17		0.16	0.22		0.22	1.00		0.06	1.00		0.06
Lane Grp Cap(c), veh/h	346	0	0	339	0	0	92	1168	1210	55	1131	1173
V/C Ratio(X)	0.32	0.00	0.00	0.40	0.00	0.00	0.77	0.52	0.52	0.47	0.49	0.49
Avail Cap(c_a), veh/h	556	0	0	544	0	0	206	1168	1210	206	1131	1173
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.63	0.63	0.63	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.1	0.0	0.0	36.7	0.0	0.0	46.8	8.8	8.8	47.7	9.5	9.5
Incr Delay (d2), s/veh	0.5	0.0	0.0	0.8	0.0	0.0	8.5	1.1	1.0	6.3	1.5	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	0.0	0.0	3.4	0.0	0.0	2.1	8.9	9.3	0.8	8.5	8.8
LnGrp Delay(d),s/veh	36.6	0.0	0.0	37.5	0.0	0.0	55.3	9.8	9.8	53.9	11.0	11.0
LnGrp LOS	D			D			E	A	A	D	B	B
Approach Vol, veh/h		110			136			1307			1158	
Approach Delay, s/veh		36.6			37.5			12.3			11.9	
Approach LOS		D			D			B			B	

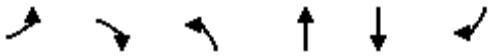
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		22.3	7.1	70.6		22.3	9.2	68.5
Change Period (Y+Rc), s		4.6	4.0	4.6		4.6	4.0	4.6
Max Green Setting (Gmax), s		30.4	11.6	44.8		30.4	11.6	44.8
Max Q Clear Time (g_c+I1), s		7.4	3.4	19.8		8.9	6.0	18.5
Green Ext Time (p_c), s		0.6	0.0	10.2		0.7	0.1	9.2

Intersection Summary	
HCM 2010 Ctrl Delay	14.4
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	52	282	100	0	0	0	0	1089	112	9	962	0
Future Volume (veh/h)	52	282	100	0	0	0	0	1089	112	9	962	0
Number	5	2	12				3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.92				1.00		0.90	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900				0	1863	1900	1863	1863	0
Adj Flow Rate, veh/h	58	313	77				0	1210	115	10	1069	0
Adj No. of Lanes	0	2	0				0	2	0	1	2	0
Peak Hour Factor	0.90	0.90	0.90				0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	2	0				0	2	2	2	2	0
Cap, veh/h	126	701	179				0	1574	149	99	2076	0
Arrive On Green	0.29	0.29	0.29				0.00	0.16	0.16	0.06	0.59	0.00
Sat Flow, veh/h	442	2455	629				0	3327	306	1774	3632	0
Grp Volume(v), veh/h	242	0	206				0	660	665	10	1069	0
Grp Sat Flow(s),veh/h/ln	1841	0	1685				0	1770	1770	1774	1770	0
Q Serve(g_s), s	9.7	0.0	9.0				0.0	32.1	32.4	0.5	16.1	0.0
Cycle Q Clear(g_c), s	9.7	0.0	9.0				0.0	32.1	32.4	0.5	16.1	0.0
Prop In Lane	0.24		0.37				0.00		0.17	1.00		0.00
Lane Grp Cap(c), veh/h	526	0	481				0	861	862	99	2076	0
V/C Ratio(X)	0.46	0.00	0.43				0.00	0.77	0.77	0.10	0.51	0.00
Avail Cap(c_a), veh/h	665	0	608				0	861	862	99	2076	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	26.4	0.0	26.2				0.0	32.9	33.0	40.4	11.0	0.0
Incr Delay (d2), s/veh	0.6	0.0	0.6				0.0	6.5	6.6	0.4	0.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.0	0.0	4.3				0.0	17.3	17.5	0.2	8.0	0.0
LnGrp Delay(d),s/veh	27.1	0.0	26.8				0.0	39.3	39.6	40.8	11.9	0.0
LnGrp LOS	C		C					D	D	D	B	
Approach Vol, veh/h		448						1325			1079	
Approach Delay, s/veh		26.9						39.5			12.2	
Approach LOS		C						D			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4			7	8
Phs Duration (G+Y+Rc), s		31.7		58.3			9.0	49.3
Change Period (Y+Rc), s		6.0		5.5			4.0	5.5
Max Green Setting (Gmax), s		32.5		46.0			5.0	37.0
Max Q Clear Time (g_c+I1), s		11.7		18.1			2.5	34.4
Green Ext Time (p_c), s		2.8		9.5			0.0	2.0

Intersection Summary	
HCM 2010 Ctrl Delay	27.2
HCM 2010 LOS	C



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	706	5	0	640	626	454
Future Volume (vph)	706	5	0	640	626	454
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0			7.0	7.0	
Lane Util. Factor	0.97			1.00	0.95	
Frpb, ped/bikes	1.00			1.00	0.98	
Flpb, ped/bikes	0.97			1.00	1.00	
Frt	1.00			1.00	0.94	
Flt Protected	0.95			1.00	1.00	
Satd. Flow (prot)	3331			1863	3248	
Flt Permitted	0.95			1.00	1.00	
Satd. Flow (perm)	3331			1863	3248	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	767	5	0	696	680	493
RTOR Reduction (vph)	1	0	0	0	184	0
Lane Group Flow (vph)	771	0	0	696	989	0
Confl. Peds. (#/hr)	20	30				37
Confl. Bikes (#/hr)		29				6
Turn Type	Perm			NA	NA	
Protected Phases				8	4	
Permitted Phases	2					
Actuated Green, G (s)	19.5			28.9	28.9	
Effective Green, g (s)	19.5			28.9	28.9	
Actuated g/C Ratio	0.31			0.46	0.46	
Clearance Time (s)	7.0			7.0	7.0	
Vehicle Extension (s)	3.0			3.0	3.0	
Lane Grp Cap (vph)	1040			862	1504	
v/s Ratio Prot				c0.37	0.30	
v/s Ratio Perm	c0.23					
v/c Ratio	0.74			0.81	0.66	
Uniform Delay, d1	19.2			14.4	12.9	
Progression Factor	1.00			1.00	1.00	
Incremental Delay, d2	2.9			5.6	1.0	
Delay (s)	22.1			20.0	14.0	
Level of Service	C			B	B	
Approach Delay (s)	22.1			20.0	14.0	
Approach LOS	C			B	B	

Intersection Summary			
HCM 2000 Control Delay	17.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	62.4	Sum of lost time (s)	14.0
Intersection Capacity Utilization	65.7%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	598	154	29	601	94	113	679	57	123	816	72
Future Volume (veh/h)	11	598	154	29	601	94	113	679	57	123	816	72
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.88	0.98		0.88	0.98		0.86	1.00		0.90
Parking Bus, 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
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	12	643	104	31	646	47	122	730	52	132	877	67
Adj No. of Lanes	0	2	1	0	2	1	1	2	0	1	2	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	51	1420	579	78	1352	582	226	1118	80	289	1490	114
Arrive On Green	0.42	0.42	0.42	0.42	0.42	0.42	0.11	0.11	0.11	0.07	0.45	0.45
Sat Flow, veh/h	22	3417	1393	82	3254	1400	578	3311	236	1774	3302	252
Grp Volume(v), veh/h	349	306	104	352	325	47	122	390	392	132	470	474
Grp Sat Flow(s),veh/h/ln	1829	1610	1393	1726	1610	1400	578	1770	1777	1774	1770	1785
Q Serve(g_s), s	0.0	12.4	4.2	0.0	13.3	1.8	18.7	19.0	19.0	4.1	17.9	17.9
Cycle Q Clear(g_c), s	12.1	12.4	4.2	12.3	13.3	1.8	26.4	19.0	19.0	4.1	17.9	17.9
Prop In Lane	0.03		1.00	0.09		1.00	1.00		0.13	1.00		0.14
Lane Grp Cap(c), veh/h	801	669	579	760	669	582	226	598	600	289	798	805
V/C Ratio(X)	0.44	0.46	0.18	0.46	0.49	0.08	0.54	0.65	0.65	0.46	0.59	0.59
Avail Cap(c_a), veh/h	801	669	579	760	669	582	236	629	632	344	1003	1011
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.82	0.82	0.82	0.91	0.91	0.91	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.9	19.0	16.6	19.0	19.3	15.9	42.0	34.9	34.9	18.9	18.5	18.5
Incr Delay (d2), s/veh	1.7	2.3	0.7	1.7	2.1	0.2	2.0	2.0	2.1	1.1	0.7	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.6	5.9	1.7	6.6	6.3	0.7	3.1	9.7	9.7	2.1	8.8	8.8
LnGrp Delay(d),s/veh	20.6	21.2	17.3	20.6	21.3	16.1	44.0	37.0	37.0	20.0	19.2	19.1
LnGrp LOS	C	C	B	C	C	B	D	D	D	C	B	B
Approach Vol, veh/h		759			724			904			1076	
Approach Delay, s/veh		20.4			20.7			37.9			19.3	
Approach LOS		C			C			D			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6	7	8
Phs Duration (G+Y+Rc), s		43.4		46.6		43.4	10.2	36.4
Change Period (Y+Rc), s		6.0		6.0		6.0	4.0	6.0
Max Green Setting (Gmax), s		27.0		51.0		27.0	9.0	32.0
Max Q Clear Time (g_c+I1), s		14.4		19.9		15.3	6.1	28.4
Green Ext Time (p_c), s		3.8		7.6		3.7	0.1	2.0

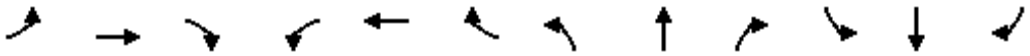
Intersection Summary	
HCM 2010 Ctrl Delay	24.7
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	187	518	106	132	519	38	69	584	80	19	417	130
Future Volume (veh/h)	187	518	106	132	519	38	69	584	80	19	417	130
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.89	1.00		1.00	1.00		0.90	1.00		0.88
Parking Bus, 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
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	203	563	99	143	564	0	75	635	79	21	453	116
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	211	1122	196	175	1273	0	130	1000	124	40	731	185
Arrive On Green	0.12	0.38	0.38	0.10	0.36	0.00	0.07	0.32	0.32	0.02	0.27	0.27
Sat Flow, veh/h	1774	2953	517	1774	3632	0	1774	3124	388	1774	2712	685
Grp Volume(v), veh/h	203	336	326	143	564	0	75	359	355	21	293	276
Grp Sat Flow(s),veh/h/ln	1774	1770	1700	1774	1770	0	1774	1770	1742	1774	1770	1627
Q Serve(g_s), s	10.5	13.4	13.6	7.3	11.2	0.0	3.8	16.0	16.1	1.1	13.4	13.8
Cycle Q Clear(g_c), s	10.5	13.4	13.6	7.3	11.2	0.0	3.8	16.0	16.1	1.1	13.4	13.8
Prop In Lane	1.00		0.30	1.00		0.00	1.00		0.22	1.00		0.42
Lane Grp Cap(c), veh/h	211	672	646	175	1273	0	130	567	558	40	477	439
V/C Ratio(X)	0.96	0.50	0.50	0.82	0.44	0.00	0.58	0.63	0.64	0.52	0.61	0.63
Avail Cap(c_a), veh/h	211	852	819	211	1667	0	269	594	585	269	594	546
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.5	21.9	22.0	40.8	22.5	0.0	41.4	26.8	26.8	44.7	29.5	29.7
Incr Delay (d2), s/veh	50.7	0.6	0.6	18.5	0.2	0.0	4.0	2.1	2.1	10.3	1.3	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.1	6.6	6.4	4.5	5.5	0.0	2.0	8.1	8.0	0.6	6.7	6.4
LnGrp Delay(d),s/veh	91.2	22.5	22.6	59.3	22.8	0.0	45.5	28.8	29.0	54.9	30.8	31.2
LnGrp LOS	F	C	C	E	C		D	C	C	D	C	C
Approach Vol, veh/h		865			707			789			590	
Approach Delay, s/veh		38.6			30.2			30.5			31.9	
Approach LOS		D			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.1	39.6	10.7	28.9	15.0	37.7	6.1	33.6
Change Period (Y+Rc), s	4.0	4.5	4.0	4.0	4.0	4.5	4.0	4.0
Max Green Setting (Gmax), s	11.0	44.5	14.0	31.0	11.0	43.5	14.0	31.0
Max Q Clear Time (g_c+I1), s	9.3	15.6	5.8	15.8	12.5	13.2	3.1	18.1
Green Ext Time (p_c), s	0.1	4.8	0.1	3.3	0.0	4.4	0.0	3.9

Intersection Summary	
HCM 2010 Ctrl Delay	33.1
HCM 2010 LOS	C

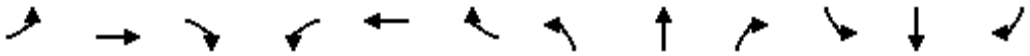
Notes



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	43	478	51	27	593	161	56	479	32	128	422	44
Future Volume (vph)	43	478	51	27	593	161	56	479	32	128	422	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.5			5.5	5.5		5.5			5.5	
Lane Util. Factor		0.95			1.00	1.00		0.95			0.95	
Frpb, ped/bikes		0.99			1.00	0.94		0.99			0.99	
Flpb, ped/bikes		1.00			1.00	1.00		1.00			1.00	
Frt		0.99			1.00	0.85		0.99			0.99	
Flt Protected		1.00			1.00	1.00		1.00			0.99	
Satd. Flow (prot)		3452			1857	1488		3462			3435	
Flt Permitted		0.81			0.96	1.00		0.82			0.58	
Satd. Flow (perm)		2796			1786	1488		2844			2018	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	44	493	53	28	611	166	58	494	33	132	435	45
RTOR Reduction (vph)	0	7	0	0	0	39	0	5	0	0	8	0
Lane Group Flow (vph)	0	583	0	0	639	127	0	580	0	0	604	0
Confl. Peds. (#/hr)	32		46	46		32	44		54	54		44
Confl. Bikes (#/hr)			8			14			42			12
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		pm+pt	NA	
Protected Phases		6			6			8		7	4	
Permitted Phases	6			6		6	8			4		
Actuated Green, G (s)		45.4			45.4	45.4		24.1			33.6	
Effective Green, g (s)		45.4			45.4	45.4		24.1			33.6	
Actuated g/C Ratio		0.50			0.50	0.50		0.27			0.37	
Clearance Time (s)		5.5			5.5	5.5		5.5			5.5	
Vehicle Extension (s)		3.0			3.0	3.0		3.0			3.0	
Lane Grp Cap (vph)		1410			900	750		761			839	
v/s Ratio Prot											c0.04	
v/s Ratio Perm		0.21			c0.36	0.09		0.20			c0.22	
v/c Ratio		0.41			0.71	0.17		0.76			0.72	
Uniform Delay, d1		14.0			17.2	12.1		30.3			24.2	
Progression Factor		1.00			1.00	1.00		1.00			1.00	
Incremental Delay, d2		0.9			4.7	0.5		4.5			3.1	
Delay (s)		14.9			21.9	12.6		34.8			27.2	
Level of Service		B			C	B		C			C	
Approach Delay (s)		14.9			20.0			34.8			27.2	
Approach LOS		B			C			C			C	

Intersection Summary			
HCM 2000 Control Delay	23.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	101.6%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	525	0	54	0	783	734	5	900	0
Future Volume (vph)	0	0	0	525	0	54	0	783	734	5	900	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				5.0	5.0			5.0	5.0		5.0	
Lane Util. Factor				0.95	0.95			0.95	1.00		0.95	
Frpb, ped/bikes				1.00	0.99			1.00	0.95		1.00	
Flpb, ped/bikes				0.97	0.97			1.00	1.00		1.00	
Frt				1.00	0.97			1.00	0.85		1.00	
Flt Protected				0.95	0.96			1.00	1.00		1.00	
Satd. Flow (prot)				1629	1595			3539	1503		3538	
Flt Permitted				0.95	0.96			1.00	1.00		0.95	
Satd. Flow (perm)				1629	1595			3539	1503		3368	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	0	0	0	565	0	58	0	842	789	5	968	0
RTOR Reduction (vph)	0	0	0	0	66	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	316	241	0	0	842	789	0	973	0
Confl. Peds. (#/hr)				24		24			24			
Confl. Bikes (#/hr)						12			62			
Turn Type			Perm	Perm	NA			NA	Perm	Perm	NA	
Protected Phases					6			7			4	
Permitted Phases			2	6					7	4		
Actuated Green, G (s)				20.0	20.0			47.4	47.4		60.0	
Effective Green, g (s)				20.0	20.0			47.4	47.4		60.0	
Actuated g/C Ratio				0.22	0.22			0.53	0.53		0.67	
Clearance Time (s)				5.0	5.0			5.0	5.0		5.0	
Vehicle Extension (s)				3.0	3.0			3.0	3.0		3.0	
Lane Grp Cap (vph)				362	354			1863	791		2245	
v/s Ratio Prot								0.24				
v/s Ratio Perm				c0.19	0.15				c0.53		c0.29	
v/c Ratio				0.87	0.68			0.45	1.00		0.43	
Uniform Delay, d1				33.8	32.1			13.2	21.2		7.0	
Progression Factor				1.00	1.00			0.45	0.72		0.66	
Incremental Delay, d2				20.0	5.3			0.1	9.0		0.6	
Delay (s)				53.8	37.4			6.0	24.4		5.2	
Level of Service				D	D			A	C		A	
Approach Delay (s)		0.0			45.7			14.9			5.2	
Approach LOS		A			D			B			A	

Intersection Summary			
HCM 2000 Control Delay	17.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.92		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	81.1%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	75	244	122	93	371	111	122	1349	88	101	1226	66
Future Volume (veh/h)	75	244	122	93	371	111	122	1349	88	101	1226	66
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		0.94	1.00		0.83	1.00		0.91
Parking Bus, 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
Adj Sat Flow, veh/h/ln	1900	1863	1863	1863	1863	1900	1863	1471	1900	1863	1863	1900
Adj Flow Rate, veh/h	82	265	62	101	403	108	133	1466	91	110	1333	67
Adj No. of Lanes	0	1	1	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	88	238	553	80	512	137	138	1114	69	79	1326	66
Arrive On Green	0.37	0.37	0.37	0.37	0.37	0.37	0.08	0.42	0.42	0.01	0.13	0.13
Sat Flow, veh/h	104	650	1509	1049	1396	374	1774	2638	162	1774	3411	171
Grp Volume(v), veh/h	347	0	62	101	0	511	133	770	787	110	690	710
Grp Sat Flow(s),veh/h/ln	754	0	1509	1049	0	1770	1774	1397	1403	1774	1770	1812
Q Serve(g_s), s	9.9	0.0	2.4	0.0	0.0	23.1	6.7	38.0	38.0	4.0	35.0	35.0
Cycle Q Clear(g_c), s	33.0	0.0	2.4	33.0	0.0	23.1	6.7	38.0	38.0	4.0	35.0	35.0
Prop In Lane	0.24		1.00	1.00		0.21	1.00		0.12	1.00		0.09
Lane Grp Cap(c), veh/h	326	0	553	80	0	649	138	590	593	79	688	705
V/C Ratio(X)	1.07	0.00	0.11	1.26	0.00	0.79	0.96	1.31	1.33	1.40	1.00	1.01
Avail Cap(c_a), veh/h	326	0	553	80	0	649	138	590	593	79	688	705
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.53	0.53	0.53	0.82	0.82	0.82
Uniform Delay (d), s/veh	31.9	0.0	18.8	45.0	0.0	25.4	41.4	26.0	26.0	44.3	39.2	39.2
Incr Delay (d2), s/veh	68.1	0.0	0.4	186.6	0.0	9.4	45.9	144.3	153.7	229.3	31.7	32.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.2	0.0	1.1	6.1	0.0	12.9	5.0	38.2	40.0	7.0	23.2	24.0
LnGrp Delay(d),s/veh	100.0	0.0	19.2	231.6	0.0	34.7	87.3	170.3	179.7	273.7	71.0	71.9
LnGrp LOS	F		B	F		C	F	F	F	F	F	F
Approach Vol, veh/h		409			612			1690			1510	
Approach Delay, s/veh		87.8			67.2			168.1			86.2	
Approach LOS		F			E			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		38.0	12.0	40.0		38.0	9.0	43.0
Change Period (Y+Rc), s		5.0	5.0	5.0		5.0	5.0	5.0
Max Green Setting (Gmax), s		33.0	7.0	35.0		33.0	4.0	38.0
Max Q Clear Time (g_c+I1), s		35.0	8.7	37.0		35.0	6.0	40.0
Green Ext Time (p_c), s		0.0	0.0	0.0		0.0	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	116.4
HCM 2010 LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	342	0	135	0	0	0	143	1236	0	0	1178	274
Future Volume (veh/h)	342	0	135	0	0	0	143	1236	0	0	1178	274
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.90	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, 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
Adj Sat Flow, veh/h/ln	1863	1863	1863	0	1863	1900	1863	1275	0	0	1863	1900
Adj Flow Rate, veh/h	368	0	16	0	0	0	154	1329	0	0	1267	273
Adj No. of Lanes	2	0	1	0	1	0	1	2	0	0	2	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	0	0	2	2
Cap, veh/h	675	0	207	0	270	0	187	1587	0	0	1432	304
Arrive On Green	0.15	0.00	0.15	0.00	0.00	0.00	0.11	0.66	0.00	0.00	0.49	0.49
Sat Flow, veh/h	3548	0	1426	0	1863	0	1774	2485	0	0	2986	615
Grp Volume(v), veh/h	368	0	16	0	0	0	154	1329	0	0	768	772
Grp Sat Flow(s),veh/h/ln	1774	0	1426	0	1863	0	1774	1211	0	0	1770	1738
Q Serve(g_s), s	8.9	0.0	0.9	0.0	0.0	0.0	7.7	37.7	0.0	0.0	34.9	36.3
Cycle Q Clear(g_c), s	8.9	0.0	0.9	0.0	0.0	0.0	7.7	37.7	0.0	0.0	34.9	36.3
Prop In Lane	1.00		1.00	0.00		0.00	1.00		0.00	0.00		0.35
Lane Grp Cap(c), veh/h	675	0	207	0	270	0	187	1587	0	0	876	860
V/C Ratio(X)	0.55	0.00	0.08	0.00	0.00	0.00	0.83	0.84	0.00	0.00	0.88	0.90
Avail Cap(c_a), veh/h	988	0	333	0	435	0	197	1587	0	0	876	860
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	0.26	0.26
Uniform Delay (d), s/veh	36.7	0.0	33.3	0.0	0.0	0.0	39.5	11.8	0.0	0.0	20.3	20.7
Incr Delay (d2), s/veh	0.7	0.0	0.2	0.0	0.0	0.0	23.2	5.4	0.0	0.0	3.6	4.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	0.0	0.7	0.0	0.0	0.0	5.0	13.6	0.0	0.0	17.7	18.4
LnGrp Delay(d),s/veh	37.4	0.0	33.4	0.0	0.0	0.0	62.6	17.3	0.0	0.0	23.9	25.0
LnGrp LOS	D		C				E	B			C	C
Approach Vol, veh/h		384			0			1483			1540	
Approach Delay, s/veh		37.2			0.0			22.0			24.4	
Approach LOS		D						C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6	7	8
Phs Duration (G+Y+Rc), s		18.1		64.0		18.1	14.5	49.5
Change Period (Y+Rc), s		5.0		5.0		5.0	5.0	5.0
Max Green Setting (Gmax), s		21.0		59.0		21.0	10.0	44.0
Max Q Clear Time (g_c+I1), s		0.0		39.7		10.9	9.7	38.3
Green Ext Time (p_c), s		0.0		10.4		1.0	0.0	4.4

Intersection Summary	
HCM 2010 Ctrl Delay	24.8
HCM 2010 LOS	C

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	59	49	42	70	42	41	1068	14	18	995	36
Future Volume (veh/h)	50	59	49	42	70	42	41	1068	14	18	995	36
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.97		0.94	0.97		0.94	1.00		0.93	1.00		0.92
Parking Bus, 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
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	52	61	27	44	73	23	43	1112	14	19	1036	36
Adj No. of Lanes	0	1	0	0	1	0	1	2	0	1	2	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	151	166	62	130	199	54	78	2243	28	45	2116	74
Arrive On Green	0.20	0.20	0.20	0.20	0.20	0.20	0.04	0.63	0.63	0.05	1.00	1.00
Sat Flow, veh/h	477	824	311	386	989	270	1774	3575	45	1774	3478	121
Grp Volume(v), veh/h	140	0	0	140	0	0	43	550	576	19	527	545
Grp Sat Flow(s),veh/h/ln	1612	0	0	1645	0	0	1774	1770	1851	1774	1770	1829
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	2.1	15.1	15.1	0.9	0.0	0.0
Cycle Q Clear(g_c), s	6.1	0.0	0.0	6.1	0.0	0.0	2.1	15.1	15.1	0.9	0.0	0.0
Prop In Lane	0.37		0.19	0.31		0.16	1.00		0.02	1.00		0.07
Lane Grp Cap(c), veh/h	379	0	0	383	0	0	78	1110	1161	45	1077	1113
V/C Ratio(X)	0.37	0.00	0.00	0.37	0.00	0.00	0.55	0.50	0.50	0.42	0.49	0.49
Avail Cap(c_a), veh/h	587	0	0	598	0	0	189	1110	1161	189	1077	1113
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.53	0.53	0.53	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.2	0.0	0.0	31.2	0.0	0.0	42.2	9.1	9.1	42.1	0.0	0.0
Incr Delay (d2), s/veh	0.6	0.0	0.0	0.6	0.0	0.0	3.2	0.8	0.8	6.3	1.6	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	0.0	0.0	3.1	0.0	0.0	1.1	7.6	7.9	0.5	0.5	0.5
LnGrp Delay(d),s/veh	31.8	0.0	0.0	31.8	0.0	0.0	45.3	9.9	9.9	48.4	1.6	1.5
LnGrp LOS	C			C			D	A	A	D	A	A
Approach Vol, veh/h		140			140			1169			1091	
Approach Delay, s/veh		31.8			31.8			11.2			2.4	
Approach LOS		C			C			B			A	

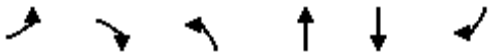
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		22.7	6.3	61.0		22.7	8.0	59.4
Change Period (Y+Rc), s		4.6	4.0	4.6		4.6	4.0	4.6
Max Green Setting (Gmax), s		30.4	9.6	36.8		30.4	9.6	36.8
Max Q Clear Time (g_c+I1), s		8.1	2.9	17.1		8.1	4.1	2.0
Green Ext Time (p_c), s		0.8	0.0	8.0		0.8	0.0	9.3

Intersection Summary	
HCM 2010 Ctrl Delay	9.7
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	58	374	151	0	0	0	0	1115	102	104	1149	0
Future Volume (veh/h)	58	374	151	0	0	0	0	1115	102	104	1149	0
Number	5	2	12				3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.93				1.00		0.88	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900				0	1863	1900	1863	1863	0
Adj Flow Rate, veh/h	60	390	145				0	1161	99	108	1197	0
Adj No. of Lanes	0	2	0				0	2	0	1	2	0
Peak Hour Factor	0.96	0.96	0.96				0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	2	0				0	2	2	2	2	0
Cap, veh/h	93	619	242				0	1593	136	131	2139	0
Arrive On Green	0.27	0.27	0.27				0.00	0.49	0.49	0.07	0.60	0.00
Sat Flow, veh/h	338	2253	882				0	3354	277	1774	3632	0
Grp Volume(v), veh/h	327	0	268				0	629	631	108	1197	0
Grp Sat Flow(s),veh/h/ln	1846	0	1628				0	1770	1769	1774	1770	0
Q Serve(g_s), s	14.9	0.0	13.6				0.0	26.8	27.0	5.7	19.2	0.0
Cycle Q Clear(g_c), s	14.9	0.0	13.6				0.0	26.8	27.0	5.7	19.2	0.0
Prop In Lane	0.18		0.54				0.00		0.16	1.00		0.00
Lane Grp Cap(c), veh/h	507	0	447				0	864	864	131	2139	0
V/C Ratio(X)	0.65	0.00	0.60				0.00	0.73	0.73	0.83	0.56	0.00
Avail Cap(c_a), veh/h	631	0	557				0	864	864	131	2139	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	30.4	0.0	29.9				0.0	19.3	19.3	43.4	11.2	0.0
Incr Delay (d2), s/veh	1.6	0.0	1.3				0.0	5.3	5.4	33.4	1.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.8	0.0	6.3				0.0	14.2	14.4	4.0	9.6	0.0
LnGrp Delay(d),s/veh	32.0	0.0	31.2				0.0	24.6	24.7	76.8	12.3	0.0
LnGrp LOS	C		C					C	C	E	B	
Approach Vol, veh/h		595						1260			1305	
Approach Delay, s/veh		31.6						24.7			17.6	
Approach LOS		C						C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4			7	8
Phs Duration (G+Y+Rc), s		32.1		62.9			11.0	51.9
Change Period (Y+Rc), s		6.0		5.5			4.0	5.5
Max Green Setting (Gmax), s		32.5		51.0			7.0	40.0
Max Q Clear Time (g_c+I1), s		16.9		21.2			7.7	29.0
Green Ext Time (p_c), s		3.6		11.3			0.0	6.5

Intersection Summary	
HCM 2010 Ctrl Delay	23.1
HCM 2010 LOS	C



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	757	7	0	607	681	690
Future Volume (vph)	757	7	0	607	681	690
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0			7.0	7.0	
Lane Util. Factor	0.97			1.00	0.95	
Frpb, ped/bikes	1.00			1.00	0.97	
Flpb, ped/bikes	1.00			1.00	1.00	
Frt	1.00			1.00	0.92	
Flt Protected	0.95			1.00	1.00	
Satd. Flow (prot)	3436			1863	3185	
Flt Permitted	0.95			1.00	1.00	
Satd. Flow (perm)	3436			1863	3185	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	823	8	0	660	740	750
RTOR Reduction (vph)	1	0	0	0	241	0
Lane Group Flow (vph)	830	0	0	660	1249	0
Confl. Peds. (#/hr)		11				31
Confl. Bikes (#/hr)		17				36
Turn Type	Perm			NA	NA	
Protected Phases				8	4	
Permitted Phases	2					
Actuated Green, G (s)	21.4			33.3	33.3	
Effective Green, g (s)	21.4			33.3	33.3	
Actuated g/C Ratio	0.31			0.48	0.48	
Clearance Time (s)	7.0			7.0	7.0	
Vehicle Extension (s)	3.0			3.0	3.0	
Lane Grp Cap (vph)	1070			903	1543	
v/s Ratio Prot				0.35	c0.39	
v/s Ratio Perm	c0.24					
v/c Ratio	0.78			0.73	0.81	
Uniform Delay, d1	21.5			14.1	15.0	
Progression Factor	1.00			1.00	1.00	
Incremental Delay, d2	3.6			3.1	3.2	
Delay (s)	25.1			17.2	18.3	
Level of Service	C			B	B	
Approach Delay (s)	25.1			17.2	18.3	
Approach LOS	C			B	B	

Intersection Summary			
HCM 2000 Control Delay	19.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	68.7	Sum of lost time (s)	14.0
Intersection Capacity Utilization	75.9%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	678	153	47	598	122	154	939	90	123	826	68
Future Volume (veh/h)	20	678	153	47	598	122	154	939	90	123	826	68
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.87	0.99		0.87	0.98		0.87	1.00		0.90
Parking Bus, 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
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	21	699	102	48	616	62	159	968	86	127	852	64
Adj No. of Lanes	0	2	1	0	2	1	1	2	0	1	2	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	51	1070	468	79	892	467	246	1207	107	282	1572	118
Arrive On Green	0.34	0.34	0.34	0.34	0.34	0.34	0.74	0.74	0.74	0.06	0.48	0.48
Sat Flow, veh/h	39	3146	1377	107	2624	1375	595	3243	288	1774	3307	248
Grp Volume(v), veh/h	357	363	102	277	387	62	159	528	526	127	456	460
Grp Sat Flow(s),veh/h/ln	1574	1610	1377	1121	1610	1375	595	1770	1762	1774	1770	1785
Q Serve(g_s), s	1.1	19.2	5.3	5.7	20.9	3.1	23.8	18.9	18.9	4.2	18.2	18.2
Cycle Q Clear(g_c), s	22.0	19.2	5.3	24.9	20.9	3.1	31.6	18.9	18.9	4.2	18.2	18.2
Prop In Lane	0.06		1.00	0.17		1.00	1.00		0.16	1.00		0.14
Lane Grp Cap(c), veh/h	573	548	468	423	548	467	246	659	656	282	841	849
V/C Ratio(X)	0.62	0.66	0.22	0.65	0.71	0.13	0.65	0.80	0.80	0.45	0.54	0.54
Avail Cap(c_a), veh/h	573	548	468	423	548	467	257	690	687	365	956	964
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.85	0.85	0.85	0.84	0.84	0.84	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.1	28.1	23.5	28.0	28.7	22.8	15.6	10.4	10.4	18.8	18.5	18.5
Incr Delay (d2), s/veh	5.0	6.2	1.1	6.6	6.4	0.5	4.4	5.5	5.5	1.1	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.8	9.4	2.2	7.7	10.2	1.3	4.1	9.8	9.8	2.1	9.0	9.1
LnGrp Delay(d),s/veh	32.1	34.3	24.6	34.5	35.1	23.3	19.9	15.9	16.0	20.0	19.1	19.1
LnGrp LOS	C	C	C	C	D	C	B	B	B	B	B	B
Approach Vol, veh/h		822			726			1213			1043	
Approach Delay, s/veh		32.1			33.9			16.5			19.2	
Approach LOS		C			C			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6	7	8
Phs Duration (G+Y+Rc), s		40.0		53.5		40.0	10.3	43.2
Change Period (Y+Rc), s		6.0		6.0		6.0	4.0	6.0
Max Green Setting (Gmax), s		34.0		54.0		34.0	11.0	39.0
Max Q Clear Time (g_c+I1), s		24.0		20.2		26.9	6.2	33.6
Green Ext Time (p_c), s		3.7		7.5		2.7	0.1	3.6

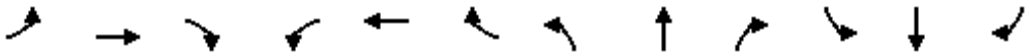
Intersection Summary	
HCM 2010 Ctrl Delay	23.9
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	216	598	85	101	476	36	114	645	106	22	650	177
Future Volume (veh/h)	216	598	85	101	476	36	114	645	106	22	650	177
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.83	1.00		1.00	1.00		0.90	1.00		0.84
Parking Bus, 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
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	223	616	78	104	491	0	118	665	101	23	670	163
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	1	2	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	206	1167	147	132	1192	0	149	1055	160	43	782	190
Arrive On Green	0.12	0.38	0.38	0.07	0.34	0.00	0.08	0.35	0.35	0.02	0.29	0.29
Sat Flow, veh/h	1774	3080	388	1774	3632	0	1774	3029	459	1774	2713	659
Grp Volume(v), veh/h	223	353	341	104	491	0	118	388	378	23	437	396
Grp Sat Flow(s),veh/h/ln	1774	1770	1698	1774	1770	0	1774	1770	1719	1774	1770	1603
Q Serve(g_s), s	11.0	14.6	14.8	5.4	10.1	0.0	6.2	17.3	17.4	1.2	22.0	22.1
Cycle Q Clear(g_c), s	11.0	14.6	14.8	5.4	10.1	0.0	6.2	17.3	17.4	1.2	22.0	22.1
Prop In Lane	1.00		0.23	1.00		0.00	1.00		0.27	1.00		0.41
Lane Grp Cap(c), veh/h	206	670	643	132	1192	0	149	616	599	43	510	462
V/C Ratio(X)	1.08	0.53	0.53	0.79	0.41	0.00	0.79	0.63	0.63	0.54	0.86	0.86
Avail Cap(c_a), veh/h	206	711	683	206	1647	0	300	616	599	263	580	526
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.8	22.8	22.8	43.0	24.1	0.0	42.5	25.7	25.7	45.6	31.8	31.8
Incr Delay (d2), s/veh	85.6	0.6	0.7	10.2	0.2	0.0	9.0	2.1	2.1	10.3	11.0	12.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.2	7.3	7.0	3.0	4.9	0.0	3.4	8.8	8.5	0.7	12.3	11.4
LnGrp Delay(d),s/veh	127.4	23.4	23.5	53.2	24.4	0.0	51.5	27.8	27.9	55.9	42.8	44.0
LnGrp LOS	F	C	C	D	C		D	C	C	E	D	D
Approach Vol, veh/h		917			595			884			856	
Approach Delay, s/veh		48.7			29.4			31.0			43.7	
Approach LOS		D			C			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.0	40.3	12.0	31.2	15.0	36.3	6.3	36.9
Change Period (Y+Rc), s	4.0	4.5	4.0	4.0	4.0	4.5	4.0	4.0
Max Green Setting (Gmax), s	11.0	38.0	16.0	31.0	11.0	44.0	14.0	31.0
Max Q Clear Time (g_c+I1), s	7.4	16.8	8.2	24.1	13.0	12.1	3.2	19.4
Green Ext Time (p_c), s	0.1	4.7	0.2	3.1	0.0	3.8	0.0	4.0

Intersection Summary	
HCM 2010 Ctrl Delay	39.1
HCM 2010 LOS	D

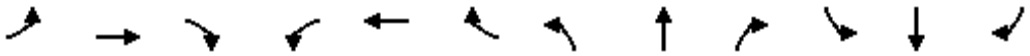
Notes



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	44	593	61	27	501	157	69	488	36	152	478	51
Future Volume (vph)	44	593	61	27	501	157	69	488	36	152	478	51
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.5			5.5	5.5		5.5			5.5	
Lane Util. Factor		0.95			1.00	1.00		0.95			0.95	
Frpb, ped/bikes		0.99			1.00	0.87		0.99			0.99	
Flpb, ped/bikes		1.00			1.00	1.00		1.00			1.00	
Frt		0.99			1.00	0.85		0.99			0.99	
Flt Protected		1.00			1.00	1.00		0.99			0.99	
Satd. Flow (prot)		3443			1856	1372		3446			3413	
Flt Permitted		0.83			0.94	1.00		0.77			0.58	
Satd. Flow (perm)		2857			1753	1372		2658			2001	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	46	624	64	28	527	165	73	514	38	160	503	54
RTOR Reduction (vph)	0	7	0	0	0	43	0	5	0	0	7	0
Lane Group Flow (vph)	0	727	0	0	555	122	0	620	0	0	710	0
Confl. Peds. (#/hr)	85		64	64		85	80		64	64		80
Confl. Bikes (#/hr)			7			7			32			50
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		pm+pt	NA	
Protected Phases		6			6			8		7	4	
Permitted Phases	6			6		6	8			4		
Actuated Green, G (s)		44.9			44.9	44.9		29.6			39.1	
Effective Green, g (s)		44.9			44.9	44.9		29.6			39.1	
Actuated g/C Ratio		0.47			0.47	0.47		0.31			0.41	
Clearance Time (s)		5.5			5.5	5.5		5.5			5.5	
Vehicle Extension (s)		3.0			3.0	3.0		3.0			3.0	
Lane Grp Cap (vph)		1350			828	648		828			905	
v/s Ratio Prot											c0.05	
v/s Ratio Perm		0.25			c0.32	0.09		0.23			c0.28	
v/c Ratio		0.54			0.67	0.19		0.75			0.78	
Uniform Delay, d1		17.7			19.3	14.5		29.4			24.3	
Progression Factor		1.00			1.00	1.00		1.00			1.00	
Incremental Delay, d2		1.5			4.3	0.6		3.7			4.5	
Delay (s)		19.3			23.6	15.1		33.1			28.8	
Level of Service		B			C	B		C			C	
Approach Delay (s)		19.3			21.7			33.1			28.8	
Approach LOS		B			C			C			C	

Intersection Summary			
HCM 2000 Control Delay	25.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	95.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	103.2%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	807	0	34	0	1043	725	5	938	0
Future Volume (vph)	0	0	0	807	0	34	0	1043	725	5	938	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				5.0	5.0			5.0	5.0		5.0	
Lane Util. Factor				0.95	0.95			0.95	1.00		0.95	
Frpb, ped/bikes				1.00	0.98			1.00	0.98		1.00	
Flpb, ped/bikes				1.00	1.00			1.00	1.00		1.00	
Frt				1.00	0.99			1.00	0.85		1.00	
Flt Protected				0.95	0.96			1.00	1.00		1.00	
Satd. Flow (prot)				1681	1641			3539	1550		3538	
Flt Permitted				0.95	0.96			1.00	1.00		0.95	
Satd. Flow (perm)				1681	1641			3539	1550		3363	
Peak-hour factor, PHF	0.93	0.93	0.93	0.96	0.93	0.96	0.93	0.96	0.96	0.96	0.96	0.93
Adj. Flow (vph)	0	0	0	841	0	35	0	1086	755	5	977	0
RTOR Reduction (vph)	0	0	0	0	55	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	437	384	0	0	1086	755	0	982	0
Confl. Peds. (#/hr)						131						
Confl. Bikes (#/hr)						54			23			
Turn Type			Perm	Perm	NA			NA	Perm	Perm	NA	
Protected Phases					6			7			4	
Permitted Phases			2	6					7	4		
Actuated Green, G (s)				27.0	27.0			55.2	55.2		63.0	
Effective Green, g (s)				27.0	27.0			55.2	55.2		63.0	
Actuated g/C Ratio				0.27	0.27			0.55	0.55		0.63	
Clearance Time (s)				5.0	5.0			5.0	5.0		5.0	
Vehicle Extension (s)				3.0	3.0			3.0	3.0		3.0	
Lane Grp Cap (vph)				453	443			1953	855		2118	
v/s Ratio Prot								0.31				
v/s Ratio Perm				c0.26	0.23				c0.49		c0.29	
v/c Ratio				0.96	0.87			0.56	0.88		0.46	
Uniform Delay, d1				36.0	34.8			14.5	19.6		9.7	
Progression Factor				1.00	1.00			0.27	0.50		0.81	
Incremental Delay, d2				33.0	16.1			0.1	1.4		0.7	
Delay (s)				69.0	50.8			4.0	11.1		8.5	
Level of Service				E	D			A	B		A	
Approach Delay (s)		0.0			59.9			6.9			8.5	
Approach LOS		A			E			A			A	

Intersection Summary			
HCM 2000 Control Delay	19.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.90		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	79.3%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	69	324	90	66	407	116	158	1812	141	132	1512	94
Future Volume (veh/h)	69	324	90	66	407	116	158	1812	141	132	1512	94
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		0.95	1.00		0.90	1.00		0.82
Parking Bus, 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
Adj Sat Flow, veh/h/ln	1900	1863	1863	1863	1863	1900	1863	1471	1900	1863	1863	1900
Adj Flow Rate, veh/h	70	331	30	67	415	107	161	1849	138	135	1543	91
Adj No. of Lanes	0	1	1	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	60	200	511	72	481	124	106	1178	86	106	1509	88
Arrive On Green	0.34	0.34	0.34	0.34	0.34	0.34	0.06	0.45	0.45	0.02	0.15	0.15
Sat Flow, veh/h	52	589	1503	1016	1414	364	1774	2619	191	1774	3352	196
Grp Volume(v), veh/h	401	0	30	67	0	522	161	968	1019	135	806	828
Grp Sat Flow(s),veh/h/ln	641	0	1503	1016	0	1778	1774	1397	1413	1774	1770	1778
Q Serve(g_s), s	6.6	0.0	1.3	0.0	0.0	27.4	6.0	45.0	45.0	6.0	45.0	45.0
Cycle Q Clear(g_c), s	34.0	0.0	1.3	34.0	0.0	27.4	6.0	45.0	45.0	6.0	45.0	45.0
Prop In Lane	0.17		1.00	1.00		0.20	1.00		0.14	1.00		0.11
Lane Grp Cap(c), veh/h	260	0	511	72	0	605	106	629	636	106	796	800
V/C Ratio(X)	1.54	0.00	0.06	0.93	0.00	0.86	1.51	1.54	1.60	1.27	1.01	1.03
Avail Cap(c_a), veh/h	260	0	511	72	0	605	106	629	636	106	796	800
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.17	0.17	0.17	0.75	0.75	0.75
Uniform Delay (d), s/veh	35.0	0.0	22.2	50.0	0.0	30.8	47.0	27.5	27.5	49.0	42.6	42.6
Incr Delay (d2), s/veh	261.8	0.0	0.2	87.9	0.0	15.1	238.7	244.3	272.3	164.7	30.8	36.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	26.1	0.0	0.6	3.6	0.0	16.0	10.0	59.9	65.6	7.8	28.9	30.3
LnGrp Delay(d),s/veh	296.7	0.0	22.4	137.9	0.0	45.9	285.7	271.8	299.8	213.7	73.3	79.3
LnGrp LOS	F		C	F		D	F	F	F	F	F	F
Approach Vol, veh/h		431			589			2148			1769	
Approach Delay, s/veh		277.7			56.4			286.1			86.9	
Approach LOS		F			E			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		39.0	11.0	50.0		39.0	11.0	50.0
Change Period (Y+Rc), s		5.0	5.0	5.0		5.0	5.0	5.0
Max Green Setting (Gmax), s		34.0	6.0	45.0		34.0	6.0	45.0
Max Q Clear Time (g_c+I1), s		36.0	8.0	47.0		36.0	8.0	47.0
Green Ext Time (p_c), s		0.0	0.0	0.0		0.0	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	186.6
HCM 2010 LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	529	0	207	0	0	0	144	1530	0	0	1358	330
Future Volume (veh/h)	529	0	207	0	0	0	144	1530	0	0	1358	330
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, 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
Adj Sat Flow, veh/h/ln	1863	1863	1863	0	1863	1900	1863	1275	0	0	1863	1900
Adj Flow Rate, veh/h	557	0	79	0	0	0	152	1611	0	0	1429	325
Adj No. of Lanes	2	0	1	0	1	0	1	2	0	0	2	0
Peak Hour Factor	0.95	0.93	0.95	0.93	0.93	0.93	0.95	0.95	0.93	0.93	0.95	0.95
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	0	0	2	2
Cap, veh/h	789	0	288	0	338	0	160	1671	0	0	1584	352
Arrive On Green	0.18	0.00	0.18	0.00	0.00	0.00	0.09	0.69	0.00	0.00	0.55	0.55
Sat Flow, veh/h	3548	0	1583	0	1863	0	1774	2485	0	0	2973	639
Grp Volume(v), veh/h	557	0	79	0	0	0	152	1611	0	0	864	890
Grp Sat Flow(s),veh/h/ln	1774	0	1583	0	1863	0	1774	1211	0	0	1770	1750
Q Serve(g_s), s	15.2	0.0	4.3	0.0	0.0	0.0	8.5	61.6	0.0	0.0	43.0	46.5
Cycle Q Clear(g_c), s	15.2	0.0	4.3	0.0	0.0	0.0	8.5	61.6	0.0	0.0	43.0	46.5
Prop In Lane	1.00		1.00	0.00		0.00	1.00		0.00	0.00		0.37
Lane Grp Cap(c), veh/h	789	0	288	0	338	0	160	1671	0	0	973	962
V/C Ratio(X)	0.71	0.00	0.27	0.00	0.00	0.00	0.95	0.96	0.00	0.00	0.89	0.92
Avail Cap(c_a), veh/h	889	0	332	0	391	0	160	1671	0	0	973	962
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	0.13	0.13
Uniform Delay (d), s/veh	39.7	0.0	35.2	0.0	0.0	0.0	45.3	14.4	0.0	0.0	19.8	20.6
Incr Delay (d2), s/veh	2.2	0.0	0.5	0.0	0.0	0.0	56.9	15.0	0.0	0.0	1.9	2.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.7	0.0	4.0	0.0	0.0	0.0	6.7	23.6	0.0	0.0	21.4	23.0
LnGrp Delay(d),s/veh	42.0	0.0	35.8	0.0	0.0	0.0	102.2	29.4	0.0	0.0	21.7	23.4
LnGrp LOS	D		D				F	C			C	C
Approach Vol, veh/h		636			0			1763			1754	
Approach Delay, s/veh		41.2			0.0			35.6			22.5	
Approach LOS		D						D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6	7	8
Phs Duration (G+Y+Rc), s		23.2		74.0		23.2	14.0	60.0
Change Period (Y+Rc), s		5.0		5.0		5.0	5.0	5.0
Max Green Setting (Gmax), s		21.0		69.0		21.0	9.0	55.0
Max Q Clear Time (g_c+I1), s		0.0		63.6		17.2	10.5	48.5
Green Ext Time (p_c), s		0.0		4.4		0.9	0.0	5.4

Intersection Summary	
HCM 2010 Ctrl Delay	30.9
HCM 2010 LOS	C

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	71	33	32	74	55	69	1222	41	25	1136	34
Future Volume (veh/h)	18	71	33	32	74	55	69	1222	41	25	1136	34
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.97		0.94	0.97		0.95	1.00		0.90	1.00		0.92
Parking Bus, 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
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	19	73	18	33	76	33	71	1260	41	26	1171	34
Adj No. of Lanes	0	1	0	0	1	0	1	2	0	1	2	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	74	241	53	93	193	73	92	2252	73	55	2191	64
Arrive On Green	0.19	0.19	0.19	0.19	0.19	0.19	0.05	0.65	0.65	0.03	0.63	0.63
Sat Flow, veh/h	166	1264	280	253	1014	383	1774	3484	113	1774	3502	102
Grp Volume(v), veh/h	110	0	0	142	0	0	71	639	662	26	591	614
Grp Sat Flow(s),veh/h/ln	1710	0	0	1650	0	0	1774	1770	1828	1774	1770	1834
Q Serve(g_s), s	0.0	0.0	0.0	1.1	0.0	0.0	4.0	20.0	20.1	1.4	18.8	18.8
Cycle Q Clear(g_c), s	5.3	0.0	0.0	7.2	0.0	0.0	4.0	20.0	20.1	1.4	18.8	18.8
Prop In Lane	0.17		0.16	0.23		0.23	1.00		0.06	1.00		0.06
Lane Grp Cap(c), veh/h	368	0	0	359	0	0	92	1144	1181	55	1107	1147
V/C Ratio(X)	0.30	0.00	0.00	0.40	0.00	0.00	0.77	0.56	0.56	0.47	0.53	0.53
Avail Cap(c_a), veh/h	555	0	0	540	0	0	206	1144	1181	206	1107	1147
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.57	0.57	0.57	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.9	0.0	0.0	35.6	0.0	0.0	46.8	9.8	9.8	47.7	10.5	10.5
Incr Delay (d2), s/veh	0.4	0.0	0.0	0.7	0.0	0.0	7.6	1.1	1.1	6.3	1.8	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	0.0	0.0	3.5	0.0	0.0	2.1	9.9	10.3	0.8	9.6	9.9
LnGrp Delay(d),s/veh	35.3	0.0	0.0	36.3	0.0	0.0	54.5	10.9	10.9	53.9	12.4	12.3
LnGrp LOS	D			D			D	B	B	D	B	B
Approach Vol, veh/h		110			142			1372			1231	
Approach Delay, s/veh		35.3			36.3			13.2			13.2	
Approach LOS		D			D			B			B	

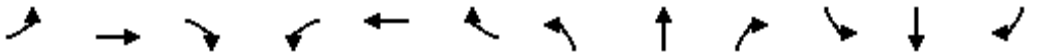
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		23.7	7.1	69.2		23.7	9.2	67.1
Change Period (Y+Rc), s		4.6	4.0	4.6		4.6	4.0	4.6
Max Green Setting (Gmax), s		30.4	11.6	44.8		30.4	11.6	44.8
Max Q Clear Time (g_c+I1), s		7.3	3.4	22.1		9.2	6.0	20.8
Green Ext Time (p_c), s		0.6	0.0	10.4		0.8	0.1	9.6

Intersection Summary	
HCM 2010 Ctrl Delay	15.2
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	360	120	0	0	0	0	1310	120	10	1180	0
Future Volume (veh/h)	70	360	120	0	0	0	0	1310	120	10	1180	0
Number	5	2	12				3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.93				1.00		0.90	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900				0	1863	1900	1863	1863	0
Adj Flow Rate, veh/h	78	400	117				0	1456	125	11	1311	0
Adj No. of Lanes	0	2	0				0	2	0	1	2	0
Peak Hour Factor	0.90	0.90	0.90				0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	2	0				0	2	2	2	2	0
Cap, veh/h	132	697	214				0	1553	132	99	2035	0
Arrive On Green	0.30	0.30	0.30				0.00	0.16	0.16	0.06	0.58	0.00
Sat Flow, veh/h	443	2347	721				0	3362	278	1774	3632	0
Grp Volume(v), veh/h	324	0	271				0	782	799	11	1311	0
Grp Sat Flow(s),veh/h/ln	1841	0	1671				0	1770	1777	1774	1770	0
Q Serve(g_s), s	13.5	0.0	12.3				0.0	39.2	40.1	0.5	22.5	0.0
Cycle Q Clear(g_c), s	13.5	0.0	12.3				0.0	39.2	40.1	0.5	22.5	0.0
Prop In Lane	0.24		0.43				0.00		0.16	1.00		0.00
Lane Grp Cap(c), veh/h	547	0	497				0	841	844	99	2035	0
V/C Ratio(X)	0.59	0.00	0.55				0.00	0.93	0.95	0.11	0.64	0.00
Avail Cap(c_a), veh/h	665	0	603				0	841	844	99	2035	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	27.0	0.0	26.5				0.0	36.5	36.8	40.4	12.9	0.0
Incr Delay (d2), s/veh	1.0	0.0	0.9				0.0	18.0	20.5	0.5	1.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.0	0.0	5.8				0.0	23.5	24.6	0.3	11.4	0.0
LnGrp Delay(d),s/veh	28.0	0.0	27.5				0.0	54.5	57.3	40.9	14.5	0.0
LnGrp LOS	C		C					D	E	D	B	
Approach Vol, veh/h		595						1581			1322	
Approach Delay, s/veh		27.8						55.9			14.7	
Approach LOS		C						E			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4			7	8
Phs Duration (G+Y+Rc), s		32.7		57.3			9.0	48.3
Change Period (Y+Rc), s		6.0		5.5			4.0	5.5
Max Green Setting (Gmax), s		32.5		46.0			5.0	37.0
Max Q Clear Time (g_c+I1), s		15.5		24.5			2.5	42.1
Green Ext Time (p_c), s		3.7		10.9			0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	35.5
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	840	0	10	0	0	40	0	780	10	0	760	540
Future Volume (vph)	840	0	10	0	0	40	0	780	10	0	760	540
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0		6.0			6.0		7.0			7.0	7.0
Lane Util. Factor	0.97		1.00			1.00		1.00			0.95	1.00
Frpb, ped/bikes	1.00		1.00			0.98		1.00			1.00	0.94
Flpb, ped/bikes	1.00		1.00			1.00		1.00			1.00	1.00
Frt	1.00		0.85			0.86		1.00			1.00	0.85
Flt Protected	0.95		1.00			1.00		1.00			1.00	1.00
Satd. Flow (prot)	3433		1583			1581		1858			3539	1492
Flt Permitted	0.95		1.00			1.00		1.00			1.00	1.00
Satd. Flow (perm)	3433		1583			1581		1858			3539	1492
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	913	0	11	0	0	43	0	848	11	0	826	587
RTOR Reduction (vph)	0	0	7	0	0	29	0	1	0	0	0	298
Lane Group Flow (vph)	913	0	4	0	0	14	0	858	0	0	826	289
Confl. Peds. (#/hr)			30						30			40
Confl. Bikes (#/hr)			30			10			40			10
Turn Type	Prot		Prot			Perm		NA			NA	Perm
Protected Phases	2		2					8			4	
Permitted Phases						6						4
Actuated Green, G (s)	23.0		23.0			23.0		34.8			34.8	34.8
Effective Green, g (s)	23.0		23.0			23.0		34.8			34.8	34.8
Actuated g/C Ratio	0.32		0.32			0.32		0.49			0.49	0.49
Clearance Time (s)	6.0		6.0			6.0		7.0			7.0	7.0
Vehicle Extension (s)	3.0		3.0			3.0		3.0			3.0	3.0
Lane Grp Cap (vph)	1115		514			513		913			1739	733
v/s Ratio Prot	c0.27		0.00					c0.46			0.23	
v/s Ratio Perm						0.01						0.19
v/c Ratio	0.82		0.01			0.03		0.94			0.47	0.39
Uniform Delay, d1	22.0		16.2			16.3		17.0			11.9	11.3
Progression Factor	1.00		1.00			1.00		1.00			1.00	1.00
Incremental Delay, d2	4.8		0.0			0.0		17.1			0.2	0.4
Delay (s)	26.8		16.2			16.3		34.2			12.1	11.7
Level of Service	C		B			B		C			B	B
Approach Delay (s)		26.7			16.3			34.2			12.0	
Approach LOS		C			B			C			B	

Intersection Summary			
HCM 2000 Control Delay	22.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.89		
Actuated Cycle Length (s)	70.8	Sum of lost time (s)	13.0
Intersection Capacity Utilization	89.8%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	750	180	10	740	110	120	820	30	150	1010	90
Future Volume (veh/h)	10	750	180	10	740	110	120	820	30	150	1010	90
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.87	0.99		0.87	0.99		0.86	1.00		0.90
Parking Bus, 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
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	11	806	137	11	796	61	129	882	29	161	1086	91
Adj No. of Lanes	0	2	1	0	2	1	1	2	0	1	2	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	47	1333	533	47	1332	536	182	1236	41	285	1563	131
Arrive On Green	0.39	0.39	0.39	0.39	0.39	0.39	0.12	0.12	0.12	0.08	0.48	0.48
Sat Flow, veh/h	16	3427	1370	16	3422	1378	469	3476	114	1774	3273	274
Grp Volume(v), veh/h	435	382	137	429	378	61	129	449	462	161	587	590
Grp Sat Flow(s),veh/h/ln	1832	1610	1370	1828	1610	1378	469	1770	1820	1774	1770	1778
Q Serve(g_s), s	0.0	17.1	6.1	0.0	16.8	2.5	19.6	22.0	22.0	4.9	23.3	23.4
Cycle Q Clear(g_c), s	16.8	17.1	6.1	16.5	16.8	2.5	32.0	22.0	22.0	4.9	23.3	23.4
Prop In Lane	0.03		1.00	0.03		1.00	1.00		0.06	1.00		0.15
Lane Grp Cap(c), veh/h	754	627	533	752	627	536	182	629	647	285	845	849
V/C Ratio(X)	0.58	0.61	0.26	0.57	0.60	0.11	0.71	0.71	0.71	0.56	0.69	0.70
Avail Cap(c_a), veh/h	754	627	533	752	627	536	182	629	647	325	1003	1007
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.76	0.76	0.76	0.68	0.68	0.68	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.9	22.0	18.7	21.8	21.9	17.6	48.0	35.3	35.3	19.0	18.4	18.4
Incr Delay (d2), s/veh	3.2	4.4	1.2	2.4	3.3	0.3	8.4	2.6	2.6	1.8	1.7	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.3	8.3	2.5	9.0	8.0	1.0	3.6	11.2	11.5	2.5	11.6	11.9
LnGrp Delay(d),s/veh	25.1	26.4	19.8	24.2	25.2	17.9	56.3	37.9	37.9	20.8	20.0	20.1
LnGrp LOS	C	C	B	C	C	B	E	D	D	C	C	C
Approach Vol, veh/h		954			868			1040			1338	
Approach Delay, s/veh		24.9			24.2			40.2			20.1	
Approach LOS		C			C			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6	7	8
Phs Duration (G+Y+Rc), s		41.0		49.0		41.0	11.0	38.0
Change Period (Y+Rc), s		6.0		6.0		6.0	4.0	6.0
Max Green Setting (Gmax), s		27.0		51.0		27.0	9.0	32.0
Max Q Clear Time (g_c+I1), s		19.1		25.4		18.8	6.9	34.0
Green Ext Time (p_c), s		3.6		9.7		3.5	0.1	0.0

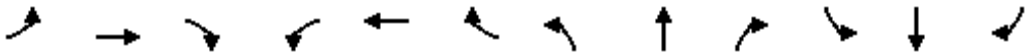
Intersection Summary	
HCM 2010 Ctrl Delay	27.0
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	200	640	130	150	640	50	80	720	90	20	510	140
Future Volume (veh/h)	200	640	130	150	640	50	80	720	90	20	510	140
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.88	1.00		0.85
Parking Bus, 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
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	217	696	0	163	696	0	87	783	90	22	554	61
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	249	1508	0	195	1400	0	143	905	104	40	811	310
Arrive On Green	0.14	0.43	0.00	0.11	0.40	0.00	0.08	0.29	0.29	0.02	0.23	0.23
Sat Flow, veh/h	1774	3632	0	1774	3632	0	1774	3147	362	1774	3539	1351
Grp Volume(v), veh/h	217	696	0	163	696	0	87	440	433	22	554	61
Grp Sat Flow(s),veh/h/ln	1774	1770	0	1774	1770	0	1774	1770	1739	1774	1770	1351
Q Serve(g_s), s	12.8	15.1	0.0	9.7	15.9	0.0	5.1	25.3	25.3	1.3	15.3	2.8
Cycle Q Clear(g_c), s	12.8	15.1	0.0	9.7	15.9	0.0	5.1	25.3	25.3	1.3	15.3	2.8
Prop In Lane	1.00		0.00	1.00		0.00	1.00		0.21	1.00		1.00
Lane Grp Cap(c), veh/h	249	1508	0	195	1400	0	143	509	500	40	811	310
V/C Ratio(X)	0.87	0.46	0.00	0.84	0.50	0.00	0.61	0.87	0.87	0.55	0.68	0.20
Avail Cap(c_a), veh/h	315	1508	0	298	1453	0	265	512	503	232	1024	391
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.1	22.0	0.0	46.8	24.4	0.0	47.6	36.2	36.2	51.9	37.7	17.3
Incr Delay (d2), s/veh	18.9	0.2	0.0	11.8	0.3	0.0	4.1	14.3	14.6	11.5	1.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.6	7.4	0.0	5.3	7.8	0.0	2.7	14.4	14.2	0.8	7.6	1.4
LnGrp Delay(d),s/veh	64.0	22.2	0.0	58.5	24.6	0.0	51.7	50.5	50.8	63.3	39.1	17.6
LnGrp LOS	E	C		E	C		D	D	D	E	D	B
Approach Vol, veh/h		913			859			960			637	
Approach Delay, s/veh		32.1			31.1			50.8			37.9	
Approach LOS		C			C			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.8	50.2	12.7	28.6	19.1	46.9	6.4	34.8
Change Period (Y+Rc), s	4.0	4.5	4.0	4.0	4.0	4.5	4.0	4.0
Max Green Setting (Gmax), s	18.0	44.0	16.0	31.0	19.0	44.0	14.0	31.0
Max Q Clear Time (g_c+I1), s	11.7	17.1	7.1	17.3	14.8	17.9	3.3	27.3
Green Ext Time (p_c), s	0.2	5.5	0.1	3.5	0.2	5.5	0.0	1.9

Intersection Summary	
HCM 2010 Ctrl Delay	38.3
HCM 2010 LOS	D

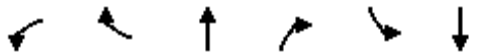
Notes



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	580	60	30	740	200	70	590	40	160	520	40
Future Volume (vph)	50	580	60	30	740	200	70	590	40	160	520	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.5			5.5	5.5		5.5			5.5	
Lane Util. Factor		0.95			1.00	1.00		0.95			0.95	
Frpb, ped/bikes		0.99			1.00	0.94		0.99			1.00	
Flpb, ped/bikes		1.00			1.00	1.00		1.00			1.00	
Frt		0.99			1.00	0.85		0.99			0.99	
Flt Protected		1.00			1.00	1.00		1.00			0.99	
Satd. Flow (prot)		3455			1858	1487		3461			3449	
Flt Permitted		0.63			0.95	1.00		0.78			0.55	
Satd. Flow (perm)		2172			1776	1487		2721			1915	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	52	598	62	31	763	206	72	608	41	165	536	41
RTOR Reduction (vph)	0	8	0	0	0	43	0	5	0	0	5	0
Lane Group Flow (vph)	0	704	0	0	794	163	0	716	0	0	737	0
Confl. Peds. (#/hr)	30		50	50		30	50		60	60		50
Confl. Bikes (#/hr)			10			20			40			10
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		pm+pt	NA	
Protected Phases		6			6			8		7	4	
Permitted Phases	6			6		6	8			4		
Actuated Green, G (s)		41.3			41.3	41.3		28.2			37.7	
Effective Green, g (s)		41.3			41.3	41.3		28.2			37.7	
Actuated g/C Ratio		0.46			0.46	0.46		0.31			0.42	
Clearance Time (s)		5.5			5.5	5.5		5.5			5.5	
Vehicle Extension (s)		3.0			3.0	3.0		3.0			3.0	
Lane Grp Cap (vph)		996			814	682		852			895	
v/s Ratio Prot											c0.05	
v/s Ratio Perm		0.32			c0.45	0.11		0.26			c0.29	
v/c Ratio		0.71			0.98	0.24		0.84			0.82	
Uniform Delay, d1		19.5			23.9	14.8		28.8			23.2	
Progression Factor		1.00			1.00	1.00		1.00			1.00	
Incremental Delay, d2		4.2			26.1	0.8		7.5			6.2	
Delay (s)		23.7			50.0	15.6		36.3			29.4	
Level of Service		C			D	B		D			C	
Approach Delay (s)		23.7			42.9			36.3			29.4	
Approach LOS		C			D			D			C	

Intersection Summary			
HCM 2000 Control Delay	34.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.94		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	117.4%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	620	60	950	910	0	1080
Future Volume (vph)	620	60	950	910	0	1080
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0		5.0
Lane Util. Factor	0.97	1.00	0.91	0.91		0.95
Frpb, ped/bikes	1.00	0.95	0.99	1.00		1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00		1.00
Frt	1.00	0.85	0.96	0.85		1.00
Flt Protected	0.95	1.00	1.00	1.00		1.00
Satd. Flow (prot)	3433	1508	3214	1441		3539
Flt Permitted	0.95	1.00	1.00	1.00		1.00
Satd. Flow (perm)	3433	1508	3214	1441		3539
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	667	65	1022	978	0	1161
RTOR Reduction (vph)	0	48	0	0	0	0
Lane Group Flow (vph)	667	17	1384	616	0	1161
Confl. Peds. (#/hr)		30		30		
Confl. Bikes (#/hr)		10		70		
Turn Type	Prot	Perm	NA	pt+ov		NA
Protected Phases	6		7	7 6		4
Permitted Phases		6				
Actuated Green, G (s)	23.9	23.9	56.1	90.0		56.1
Effective Green, g (s)	23.9	23.9	56.1	90.0		56.1
Actuated g/C Ratio	0.27	0.27	0.62	1.00		0.62
Clearance Time (s)	5.0	5.0	5.0			5.0
Vehicle Extension (s)	3.0	3.0	3.0			3.0
Lane Grp Cap (vph)	911	400	2003	1441		2205
v/s Ratio Prot	c0.19		c0.43	0.43		0.33
v/s Ratio Perm		0.01				
v/c Ratio	0.73	0.04	0.69	0.43		0.53
Uniform Delay, d1	30.1	24.6	11.2	0.0		9.5
Progression Factor	1.00	1.00	0.45	1.00		1.23
Incremental Delay, d2	3.1	0.0	0.2	0.0		0.8
Delay (s)	33.2	24.6	5.2	0.0		12.5
Level of Service	C	C	A	A		B
Approach Delay (s)	32.4		3.6			12.5
Approach LOS	C		A			B

Intersection Summary			
HCM 2000 Control Delay	11.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	66.7%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	310	150	120	470	130	150	1670	110	110	1490	70
Future Volume (veh/h)	90	310	150	120	470	130	150	1670	110	110	1490	70
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	0.99		0.94	1.00		0.80	1.00		0.90
Parking Bus, 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
Adj Sat Flow, veh/h/ln	1900	1863	1863	1863	1863	1900	1863	1471	1900	1863	1863	1900
Adj Flow Rate, veh/h	98	337	68	130	511	129	163	1815	111	120	1620	69
Adj No. of Lanes	0	1	1	1	1	0	1	3	0	1	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	69	166	602	80	567	143	158	1354	82	138	1714	73
Arrive On Green	0.40	0.40	0.40	0.40	0.40	0.40	0.09	0.36	0.36	0.03	0.11	0.11
Sat Flow, veh/h	49	415	1504	970	1417	358	1774	3807	232	1774	4976	212
Grp Volume(v), veh/h	435	0	68	130	0	640	163	1273	653	120	1103	586
Grp Sat Flow(s),veh/h/ln	464	0	1504	970	0	1775	1774	1338	1362	1774	1695	1797
Q Serve(g_s), s	5.5	0.0	2.6	0.0	0.0	30.5	8.0	32.0	32.0	6.1	29.1	29.1
Cycle Q Clear(g_c), s	36.0	0.0	2.6	36.0	0.0	30.5	8.0	32.0	32.0	6.1	29.1	29.1
Prop In Lane	0.23		1.00	1.00		0.20	1.00		0.17	1.00		0.12
Lane Grp Cap(c), veh/h	235	0	602	80	0	710	158	952	484	138	1168	619
V/C Ratio(X)	1.85	0.00	0.11	1.62	0.00	0.90	1.03	1.34	1.35	0.87	0.94	0.95
Avail Cap(c_a), veh/h	235	0	602	80	0	710	158	952	484	138	1168	619
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.09	0.09	0.09	0.77	0.77	0.77
Uniform Delay (d), s/veh	29.9	0.0	17.0	45.0	0.0	25.3	41.0	29.0	29.0	43.4	39.0	39.1
Incr Delay (d2), s/veh	400.3	0.0	0.4	331.0	0.0	16.8	30.7	152.7	157.9	33.7	13.2	20.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	31.9	0.0	1.1	9.3	0.0	18.1	5.2	31.9	33.2	4.3	15.8	18.1
LnGrp Delay(d),s/veh	430.2	0.0	17.3	376.0	0.0	42.2	72.0	181.7	186.9	77.1	52.3	60.0
LnGrp LOS	F		B	F		D	F	F	F	E	D	E
Approach Vol, veh/h		503			770			2089			1809	
Approach Delay, s/veh		374.4			98.5			174.8			56.4	
Approach LOS		F			F			F			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		41.0	13.0	36.0		41.0	12.0	37.0
Change Period (Y+Rc), s		5.0	5.0	5.0		5.0	5.0	5.0
Max Green Setting (Gmax), s		36.0	8.0	31.0		36.0	7.0	32.0
Max Q Clear Time (g_c+I1), s		38.0	10.0	31.1		38.0	8.1	34.0
Green Ext Time (p_c), s		0.0	0.0	0.0		0.0	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	141.4
HCM 2010 LOS	F

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	420	170	180	1540	1450	320
Future Volume (veh/h)	420	170	180	1540	1450	320
Number	1	16	7	4	8	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1275	1863	1900
Adj Flow Rate, veh/h	452	160	194	1656	1559	313
Adj No. of Lanes	2	1	0	3	3	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	584	269	163	1252	2450	489
Arrive On Green	0.17	0.17	0.58	0.58	1.00	1.00
Sat Flow, veh/h	3442	1583	159	2272	4407	846
Grp Volume(v), veh/h	452	160	247	1603	1245	627
Grp Sat Flow(s),veh/h/ln	1721	1583	216	1055	1695	1696
Q Serve(g_s), s	11.3	8.4	51.5	52.0	0.0	0.0
Cycle Q Clear(g_c), s	11.3	8.4	52.0	52.0	0.0	0.0
Prop In Lane	1.00	1.00	0.78			0.50
Lane Grp Cap(c), veh/h	584	269	196	1220	1959	980
V/C Ratio(X)	0.77	0.60	1.26	1.31	0.64	0.64
Avail Cap(c_a), veh/h	1071	493	196	1220	1959	980
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.34	0.34
Uniform Delay (d), s/veh	35.7	34.5	27.6	19.0	0.0	0.0
Incr Delay (d2), s/veh	2.2	2.1	151.9	147.3	0.5	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.5	3.8	13.1	39.9	0.1	0.3
LnGrp Delay(d),s/veh	37.9	36.6	179.6	166.3	0.5	1.1
LnGrp LOS	D	D	F	F	A	A
Approach Vol, veh/h	612			1850	1872	
Approach Delay, s/veh	37.6			168.1	0.7	
Approach LOS	D			F	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				57.0		20.3		57.0
Change Period (Y+Rc), s				5.0		5.0		5.0
Max Green Setting (Gmax), s				52.0		28.0		52.0
Max Q Clear Time (g_c+I1), s				54.0		13.3		2.0
Green Ext Time (p_c), s				0.0		2.0		24.6

Intersection Summary	
HCM 2010 Ctrl Delay	77.4
HCM 2010 LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	70	60	50	90	50	50	1270	20	20	1210	50
Future Volume (veh/h)	60	70	60	50	90	50	50	1270	20	20	1210	50
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.97		0.94	0.97		0.93	1.00		0.92	1.00		0.91
Parking Bus, 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
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	62	73	38	52	94	33	52	1323	20	21	1260	50
Adj No. of Lanes	0	1	0	0	1	0	1	2	0	1	2	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	160	179	80	133	224	69	86	2132	32	48	1994	79
Arrive On Green	0.23	0.23	0.23	0.23	0.23	0.23	0.05	0.60	0.60	0.05	1.00	1.00
Sat Flow, veh/h	464	784	351	359	984	303	1774	3564	54	1774	3456	137
Grp Volume(v), veh/h	173	0	0	179	0	0	52	657	686	21	644	666
Grp Sat Flow(s),veh/h/ln	1599	0	0	1646	0	0	1774	1770	1848	1774	1770	1824
Q Serve(g_s), s	0.0	0.0	0.0	0.2	0.0	0.0	2.6	21.3	21.4	1.0	0.0	0.0
Cycle Q Clear(g_c), s	7.6	0.0	0.0	7.7	0.0	0.0	2.6	21.3	21.4	1.0	0.0	0.0
Prop In Lane	0.36		0.22	0.29		0.18	1.00		0.03	1.00		0.08
Lane Grp Cap(c), veh/h	419	0	0	427	0	0	86	1059	1106	48	1021	1052
V/C Ratio(X)	0.41	0.00	0.00	0.42	0.00	0.00	0.60	0.62	0.62	0.43	0.63	0.63
Avail Cap(c_a), veh/h	583	0	0	598	0	0	189	1059	1106	189	1021	1052
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.39	0.39	0.39	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.7	0.0	0.0	29.8	0.0	0.0	42.0	11.5	11.6	41.9	0.0	0.0
Incr Delay (d2), s/veh	0.7	0.0	0.0	0.7	0.0	0.0	2.7	1.1	1.0	6.0	3.0	2.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	0.0	0.0	3.9	0.0	0.0	1.3	10.5	11.2	0.6	0.8	0.8
LnGrp Delay(d),s/veh	30.4	0.0	0.0	30.5	0.0	0.0	44.7	12.6	12.6	47.9	3.0	2.9
LnGrp LOS	C			C			D	B	B	D	A	A
Approach Vol, veh/h		173			179			1395			1331	
Approach Delay, s/veh		30.4			30.5			13.8			3.6	
Approach LOS		C			C			B			A	

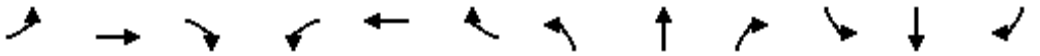
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		25.1	6.5	58.4		25.1	8.4	56.5
Change Period (Y+Rc), s		4.6	4.0	4.6		4.6	4.0	4.6
Max Green Setting (Gmax), s		30.4	9.6	36.8		30.4	9.6	36.8
Max Q Clear Time (g_c+I1), s		9.6	3.0	23.4		9.7	4.6	2.0
Green Ext Time (p_c), s		1.0	0.0	7.8		1.0	0.0	12.6

Intersection Summary	
HCM 2010 Ctrl Delay	11.3
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	440	160	0	0	0	0	1270	110	120	1280	0
Future Volume (veh/h)	70	440	160	0	0	0	0	1270	110	120	1280	0
Number	5	2	12				3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.93				1.00		0.87	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900				0	1863	1900	1863	1863	0
Adj Flow Rate, veh/h	73	458	159				0	1323	108	125	1333	0
Adj No. of Lanes	0	2	0				0	2	0	1	2	0
Peak Hour Factor	0.96	0.96	0.96				0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	2	0				0	2	2	2	2	0
Cap, veh/h	103	665	244				0	1549	126	131	2084	0
Arrive On Green	0.29	0.29	0.29				0.00	0.47	0.47	0.07	0.59	0.00
Sat Flow, veh/h	355	2290	841				0	3368	266	1774	3632	0
Grp Volume(v), veh/h	380	0	310				0	711	720	125	1333	0
Grp Sat Flow(s),veh/h/ln	1845	0	1640				0	1770	1771	1774	1770	0
Q Serve(g_s), s	17.5	0.0	15.7				0.0	33.7	34.3	6.7	23.6	0.0
Cycle Q Clear(g_c), s	17.5	0.0	15.7				0.0	33.7	34.3	6.7	23.6	0.0
Prop In Lane	0.19		0.51				0.00		0.15	1.00		0.00
Lane Grp Cap(c), veh/h	535	0	476				0	837	838	131	2084	0
V/C Ratio(X)	0.71	0.00	0.65				0.00	0.85	0.86	0.96	0.64	0.00
Avail Cap(c_a), veh/h	631	0	561				0	837	838	131	2084	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	30.1	0.0	29.5				0.0	22.1	22.2	43.8	12.9	0.0
Incr Delay (d2), s/veh	3.0	0.0	2.1				0.0	10.5	11.2	65.1	1.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.3	0.0	7.4				0.0	18.8	19.2	5.6	11.9	0.0
LnGrp Delay(d),s/veh	33.1	0.0	31.6				0.0	32.6	33.4	108.9	14.4	0.0
LnGrp LOS	C		C					C	C	F	B	
Approach Vol, veh/h		690						1431			1458	
Approach Delay, s/veh		32.4						33.0			22.5	
Approach LOS		C						C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4			7	8
Phs Duration (G+Y+Rc), s		33.6		61.4			11.0	50.4
Change Period (Y+Rc), s		6.0		5.5			4.0	5.5
Max Green Setting (Gmax), s		32.5		51.0			7.0	40.0
Max Q Clear Time (g_c+I1), s		19.5		25.6			8.7	36.3
Green Ext Time (p_c), s		3.8		12.1			0.0	2.9

Intersection Summary	
HCM 2010 Ctrl Delay	28.6
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	840	0	10	0	0	50	0	680	10	0	770	750
Future Volume (vph)	840	0	10	0	0	50	0	680	10	0	770	750
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0		6.0			6.0		7.0			7.0	7.0
Lane Util. Factor	0.97		1.00			1.00		1.00			0.95	1.00
Frpb, ped/bikes	1.00		1.00			0.97		1.00			1.00	0.94
Flpb, ped/bikes	1.00		1.00			1.00		1.00			1.00	1.00
Frt	1.00		0.85			0.86		1.00			1.00	0.85
Flt Protected	0.95		1.00			1.00		1.00			1.00	1.00
Satd. Flow (prot)	3433		1583			1571		1858			3539	1490
Flt Permitted	0.95		1.00			1.00		1.00			1.00	1.00
Satd. Flow (perm)	3433		1583			1571		1858			3539	1490
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	913	0	11	0	0	54	0	739	11	0	837	815
RTOR Reduction (vph)	0	0	7	0	0	36	0	1	0	0	0	435
Lane Group Flow (vph)	913	0	4	0	0	18	0	749	0	0	837	380
Confl. Peds. (#/hr)			10						20			30
Confl. Bikes (#/hr)			20			20			20			40
Turn Type	Prot		Prot			Perm		NA			NA	Perm
Protected Phases	2		2					8			4	
Permitted Phases						2						4
Actuated Green, G (s)	22.2		22.2			22.2		30.7			30.7	30.7
Effective Green, g (s)	22.2		22.2			22.2		30.7			30.7	30.7
Actuated g/C Ratio	0.34		0.34			0.34		0.47			0.47	0.47
Clearance Time (s)	6.0		6.0			6.0		7.0			7.0	7.0
Vehicle Extension (s)	3.0		3.0			3.0		3.0			3.0	3.0
Lane Grp Cap (vph)	1156		533			529		865			1648	694
v/s Ratio Prot	c0.27		0.00					c0.40			0.24	
v/s Ratio Perm						0.01						0.25
v/c Ratio	0.79		0.01			0.03		0.87			0.51	0.55
Uniform Delay, d1	19.7		14.5			14.7		15.8			12.3	12.6
Progression Factor	1.00		1.00			1.00		1.00			1.00	1.00
Incremental Delay, d2	3.7		0.0			0.0		9.1			0.2	0.9
Delay (s)	23.4		14.5			14.7		24.9			12.6	13.5
Level of Service	C		B			B		C			B	B
Approach Delay (s)		23.3			14.7			24.9			13.0	
Approach LOS		C			B			C			B	

Intersection Summary			
HCM 2000 Control Delay	18.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	65.9	Sum of lost time (s)	13.0
Intersection Capacity Utilization	84.6%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	780	160	10	700	140	170	1080	70	140	940	80
Future Volume (veh/h)	20	780	160	10	700	140	170	1080	70	140	940	80
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.87	1.00		0.87	0.99		0.88	1.00		0.90
Parking Bus, 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
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	21	804	114	10	722	76	175	1113	67	144	969	75
Adj No. of Lanes	0	2	1	0	2	1	1	2	0	1	2	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	51	1122	470	42	1164	470	225	1311	79	274	1642	127
Arrive On Green	0.34	0.34	0.34	0.34	0.34	0.34	0.78	0.78	0.78	0.07	0.50	0.50
Sat Flow, veh/h	40	3299	1383	16	3423	1383	531	3362	202	1774	3300	255
Grp Volume(v), veh/h	428	397	114	390	342	76	175	585	595	144	520	524
Grp Sat Flow(s),veh/h/ln	1729	1610	1383	1829	1610	1383	531	1770	1795	1774	1770	1786
Q Serve(g_s), s	3.7	21.6	5.9	0.0	17.8	3.8	28.9	21.5	21.6	4.6	20.9	20.9
Cycle Q Clear(g_c), s	21.6	21.6	5.9	17.5	17.8	3.8	39.0	21.5	21.6	4.6	20.9	20.9
Prop In Lane	0.05		1.00	0.03		1.00	1.00		0.11	1.00		0.14
Lane Grp Cap(c), veh/h	626	548	470	659	548	470	225	690	700	274	880	888
V/C Ratio(X)	0.68	0.73	0.24	0.59	0.63	0.16	0.78	0.85	0.85	0.53	0.59	0.59
Avail Cap(c_a), veh/h	626	548	470	659	548	470	225	690	700	349	956	964
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.81	0.81	0.81	0.54	0.54	0.54	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.5	28.9	23.7	27.5	27.7	23.0	17.9	9.1	9.1	18.9	17.9	17.9
Incr Delay (d2), s/veh	6.0	8.2	1.2	3.2	4.3	0.6	9.0	5.5	5.5	1.6	0.8	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.4	10.8	2.4	9.6	8.6	1.5	5.3	10.8	11.0	2.3	10.3	10.4
LnGrp Delay(d),s/veh	34.4	37.1	25.0	30.7	32.0	23.6	26.8	14.6	14.6	20.4	18.7	18.7
LnGrp LOS	C	D	C	C	C	C	C	B	B	C	B	B
Approach Vol, veh/h		939			808			1355			1188	
Approach Delay, s/veh		34.4			30.6			16.2			18.9	
Approach LOS		C			C			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6	7	8
Phs Duration (G+Y+Rc), s		40.0		55.8		40.0	10.8	45.0
Change Period (Y+Rc), s		6.0		6.0		6.0	4.0	6.0
Max Green Setting (Gmax), s		34.0		54.0		34.0	11.0	39.0
Max Q Clear Time (g_c+I1), s		23.6		22.9		19.8	6.6	41.0
Green Ext Time (p_c), s		4.4		8.8		4.5	0.1	0.0

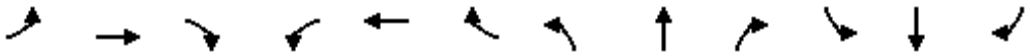
Intersection Summary	
HCM 2010 Ctrl Delay	23.6
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	220	690	100	100	550	40	130	740	110	30	750	170
Future Volume (veh/h)	220	690	100	100	550	40	130	740	110	30	750	170
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.89	1.00		0.82
Parking Bus, 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
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	227	711	0	103	567	0	134	763	105	31	773	103
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	1	2	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	256	1570	0	129	1318	0	162	961	132	48	880	323
Arrive On Green	0.14	0.44	0.00	0.07	0.37	0.00	0.09	0.31	0.31	0.03	0.25	0.25
Sat Flow, veh/h	1774	3632	0	1774	3632	0	1774	3072	423	1774	3539	1300
Grp Volume(v), veh/h	227	711	0	103	567	0	134	439	429	31	773	103
Grp Sat Flow(s),veh/h/ln	1774	1770	0	1774	1770	0	1774	1770	1725	1774	1770	1300
Q Serve(g_s), s	14.5	16.1	0.0	6.6	13.8	0.0	8.5	26.1	26.2	2.0	24.2	5.3
Cycle Q Clear(g_c), s	14.5	16.1	0.0	6.6	13.8	0.0	8.5	26.1	26.2	2.0	24.2	5.3
Prop In Lane	1.00		0.00	1.00		0.00	1.00		0.24	1.00		1.00
Lane Grp Cap(c), veh/h	256	1570	0	129	1318	0	162	554	540	48	880	323
V/C Ratio(X)	0.89	0.45	0.00	0.80	0.43	0.00	0.82	0.79	0.79	0.64	0.88	0.32
Avail Cap(c_a), veh/h	293	1570	0	277	1352	0	246	554	540	216	953	350
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.4	22.3	0.0	52.5	27.0	0.0	51.4	36.2	36.2	55.5	41.6	18.1
Incr Delay (d2), s/veh	24.2	0.2	0.0	10.5	0.2	0.0	12.8	7.8	8.0	13.2	9.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.8	7.8	0.0	3.6	6.7	0.0	4.8	14.0	13.7	1.2	12.9	2.5
LnGrp Delay(d),s/veh	72.6	22.5	0.0	63.0	27.2	0.0	64.2	44.0	44.2	68.6	50.6	18.6
LnGrp LOS	E	C		E	C		E	D	D	E	D	B
Approach Vol, veh/h		938			670			1002			907	
Approach Delay, s/veh		34.6			32.7			46.8			47.5	
Approach LOS		C			C			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.4	55.6	14.5	32.6	20.6	47.4	7.1	40.0
Change Period (Y+Rc), s	4.0	4.5	4.0	4.0	4.0	4.5	4.0	4.0
Max Green Setting (Gmax), s	18.0	44.0	16.0	31.0	19.0	44.0	14.0	31.0
Max Q Clear Time (g_c+I1), s	8.6	18.1	10.5	26.2	16.5	15.8	4.0	28.2
Green Ext Time (p_c), s	0.1	5.6	0.1	2.4	0.2	4.4	0.0	1.5

Intersection Summary	
HCM 2010 Ctrl Delay	41.1
HCM 2010 LOS	D

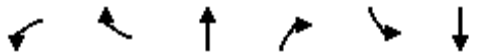
Notes



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	40	690	70	30	570	180	80	560	40	180	550	50
Future Volume (vph)	40	690	70	30	570	180	80	560	40	180	550	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.5			5.5	5.5		5.5			5.5	
Lane Util. Factor		0.95			1.00	1.00		0.95			0.95	
Frpb, ped/bikes		0.99			1.00	0.87		0.99			0.99	
Flpb, ped/bikes		1.00			1.00	1.00		1.00			1.00	
Frt		0.99			1.00	0.85		0.99			0.99	
Flt Protected		1.00			1.00	1.00		0.99			0.99	
Satd. Flow (prot)		3453			1856	1381		3452			3426	
Flt Permitted		0.76			0.93	1.00		0.74			0.56	
Satd. Flow (perm)		2621			1728	1381		2552			1941	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	42	726	74	32	600	189	84	589	42	189	579	53
RTOR Reduction (vph)	0	7	0	0	0	46	0	5	0	0	6	0
Lane Group Flow (vph)	0	835	0	0	632	143	0	710	0	0	815	0
Confl. Peds. (#/hr)	80		60	60		80	80		60	60		80
Confl. Bikes (#/hr)			10			10			30			50
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		pm+pt	NA	
Protected Phases		6			6			8		7	4	
Permitted Phases	6			6		6	8			4		
Actuated Green, G (s)		41.4			41.4	41.4		33.1			42.6	
Effective Green, g (s)		41.4			41.4	41.4		33.1			42.6	
Actuated g/C Ratio		0.44			0.44	0.44		0.35			0.45	
Clearance Time (s)		5.5			5.5	5.5		5.5			5.5	
Vehicle Extension (s)		3.0			3.0	3.0		3.0			3.0	
Lane Grp Cap (vph)		1142			753	601		889			956	
v/s Ratio Prot											c0.05	
v/s Ratio Perm		0.32			c0.37	0.10		0.28			c0.33	
v/c Ratio		0.73			0.84	0.24		0.80			0.85	
Uniform Delay, d1		22.2			23.8	16.9		27.9			23.4	
Progression Factor		1.00			1.00	1.00		1.00			1.00	
Incremental Delay, d2		4.1			10.9	0.9		5.1			7.5	
Delay (s)		26.3			34.7	17.8		33.0			30.9	
Level of Service		C			C	B		C			C	
Approach Delay (s)		26.3			30.8			33.0			30.9	
Approach LOS		C			C			C			C	

Intersection Summary			
HCM 2000 Control Delay	30.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	95.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	109.9%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	920	30	1170	820	0	1050
Future Volume (vph)	920	30	1170	820	0	1050
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0		5.0
Lane Util. Factor	0.97	1.00	0.91	0.91		0.95
Frpb, ped/bikes	1.00	0.83	1.00	1.00		1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00		1.00
Frt	1.00	0.85	0.98	0.85		1.00
Flt Protected	0.95	1.00	1.00	1.00		1.00
Satd. Flow (prot)	3433	1310	3296	1441		3539
Flt Permitted	0.95	1.00	1.00	1.00		1.00
Satd. Flow (perm)	3433	1310	3296	1441		3539
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	958	31	1219	854	0	1094
RTOR Reduction (vph)	0	18	0	0	0	0
Lane Group Flow (vph)	958	13	1441	632	0	1094
Confl. Peds. (#/hr)		130		20		
Confl. Bikes (#/hr)		50		20		
Turn Type	Prot	Perm	NA	pt+ov		NA
Protected Phases	6		7	7 6		4
Permitted Phases		6				
Actuated Green, G (s)	29.9	29.9	52.1	87.0		60.1
Effective Green, g (s)	29.9	29.9	52.1	87.0		60.1
Actuated g/C Ratio	0.30	0.30	0.52	0.87		0.60
Clearance Time (s)	5.0	5.0	5.0			5.0
Vehicle Extension (s)	3.0	3.0	3.0			3.0
Lane Grp Cap (vph)	1026	391	1717	1253		2126
v/s Ratio Prot	c0.28		c0.44	0.44		c0.31
v/s Ratio Perm		0.01				
v/c Ratio	0.93	0.03	0.84	0.50		0.51
Uniform Delay, d1	34.1	24.8	20.4	1.5		11.5
Progression Factor	1.00	1.00	0.29	1.78		1.33
Incremental Delay, d2	14.7	0.0	0.5	0.0		0.8
Delay (s)	48.8	24.9	6.4	2.7		16.1
Level of Service	D	C	A	A		B
Approach Delay (s)	48.0		5.3			16.1
Approach LOS	D		A			B

Intersection Summary			
HCM 2000 Control Delay	18.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	76.0%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	380	110	80	480	110	190	2080	170	140	1740	100
Future Volume (veh/h)	60	380	110	80	480	110	190	2080	170	140	1740	100
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		0.96	1.00		0.90	1.00		0.80
Parking Bus, 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
Adj Sat Flow, veh/h/ln	1900	1863	1863	1863	1863	1900	1863	1471	1900	1863	1863	1900
Adj Flow Rate, veh/h	61	388	62	82	490	104	194	2122	164	143	1776	96
Adj No. of Lanes	0	1	1	1	1	0	1	3	0	1	3	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	50	206	544	72	532	113	195	1547	118	142	1849	100
Arrive On Green	0.36	0.36	0.36	0.36	0.36	0.36	0.11	0.41	0.41	0.03	0.13	0.13
Sat Flow, veh/h	26	573	1510	932	1478	314	1774	3772	288	1774	4866	262
Grp Volume(v), veh/h	449	0	62	82	0	594	194	1497	789	143	1235	637
Grp Sat Flow(s),veh/h/ln	599	0	1510	932	0	1792	1774	1338	1384	1774	1695	1738
Q Serve(g_s), s	4.3	0.0	2.7	0.0	0.0	31.7	10.9	41.0	41.0	8.0	36.2	36.4
Cycle Q Clear(g_c), s	36.0	0.0	2.7	36.0	0.0	31.7	10.9	41.0	41.0	8.0	36.2	36.4
Prop In Lane	0.14		1.00	1.00		0.18	1.00		0.21	1.00		0.15
Lane Grp Cap(c), veh/h	256	0	544	72	0	645	195	1097	567	142	1288	660
V/C Ratio(X)	1.75	0.00	0.11	1.14	0.00	0.92	0.99	1.36	1.39	1.01	0.96	0.96
Avail Cap(c_a), veh/h	256	0	544	72	0	645	195	1097	567	142	1288	660
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.09	0.09	0.09	0.64	0.64	0.64
Uniform Delay (d), s/veh	31.0	0.0	21.4	50.0	0.0	30.6	44.5	29.5	29.5	48.7	43.0	43.1
Incr Delay (d2), s/veh	353.5	0.0	0.4	148.7	0.0	20.6	17.9	164.5	176.8	62.2	12.4	20.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	32.2	0.0	1.2	5.0	0.0	19.4	6.3	40.2	43.5	6.4	19.3	21.3
LnGrp Delay(d),s/veh	384.5	0.0	21.8	198.7	0.0	51.2	62.4	194.0	206.3	110.9	55.4	63.6
LnGrp LOS	F		C	F		D	E	F	F	F	E	E
Approach Vol, veh/h		511			676			2480			2015	
Approach Delay, s/veh		340.5			69.1			187.6			61.9	
Approach LOS		F			E			F			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		41.0	16.0	43.0		41.0	13.0	46.0
Change Period (Y+Rc), s		5.0	5.0	5.0		5.0	5.0	5.0
Max Green Setting (Gmax), s		36.0	11.0	38.0		36.0	8.0	41.0
Max Q Clear Time (g_c+I1), s		38.0	12.9	38.4		38.0	10.0	43.0
Green Ext Time (p_c), s		0.0	0.0	0.0		0.0	0.0	0.0

Intersection Summary		
HCM 2010 Ctrl Delay		142.7
HCM 2010 LOS		F

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	600	240	170	1770	1570	370
Future Volume (veh/h)	600	240	170	1770	1570	370
Number	1	16	7	4	8	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1275	1863	1900
Adj Flow Rate, veh/h	632	229	179	1863	1653	352
Adj No. of Lanes	2	1	0	3	3	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	752	346	144	1364	2592	546
Arrive On Green	0.22	0.22	0.62	0.62	1.00	1.00
Sat Flow, veh/h	3442	1583	136	2304	4349	880
Grp Volume(v), veh/h	632	229	269	1773	1337	668
Grp Sat Flow(s),veh/h/ln	1721	1583	225	1055	1695	1671
Q Serve(g_s), s	17.6	13.2	61.0	62.0	0.0	0.0
Cycle Q Clear(g_c), s	17.6	13.2	62.0	62.0	0.0	0.0
Prop In Lane	1.00	1.00	0.66			0.53
Lane Grp Cap(c), veh/h	752	346	199	1309	2102	1036
V/C Ratio(X)	0.84	0.66	1.35	1.35	0.64	0.65
Avail Cap(c_a), veh/h	964	443	199	1309	2102	1036
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.25	0.25
Uniform Delay (d), s/veh	37.4	35.7	26.7	19.0	0.0	0.0
Incr Delay (d2), s/veh	5.4	2.4	187.1	164.7	0.4	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.9	6.0	15.8	47.7	0.1	0.2
LnGrp Delay(d),s/veh	42.8	38.1	213.7	183.7	0.4	0.8
LnGrp LOS	D	D	F	F	A	A
Approach Vol, veh/h	861			2042	2005	
Approach Delay, s/veh	41.5			187.6	0.5	
Approach LOS	D			F	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				67.0		26.9		67.0
Change Period (Y+Rc), s				5.0		5.0		5.0
Max Green Setting (Gmax), s				62.0		28.0		62.0
Max Q Clear Time (g_c+I1), s				64.0		19.6		2.0
Green Ext Time (p_c), s				0.0		2.3		30.1

Intersection Summary	
HCM 2010 Ctrl Delay	85.6
HCM 2010 LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	80	40	30	90	60	80	1370	40	30	1260	40
Future Volume (veh/h)	20	80	40	30	90	60	80	1370	40	30	1260	40
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.95	0.98		0.97	1.00		0.90	1.00		0.92
Parking Bus, 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
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	21	82	22	31	93	39	82	1412	40	31	1299	40
Adj No. of Lanes	0	1	0	0	1	0	1	2	0	1	2	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	72	237	57	81	204	76	105	2256	64	61	2164	67
Arrive On Green	0.19	0.19	0.19	0.19	0.19	0.19	0.06	0.64	0.64	0.03	0.62	0.62
Sat Flow, veh/h	158	1251	301	201	1076	402	1774	3503	99	1774	3495	107
Grp Volume(v), veh/h	125	0	0	163	0	0	82	712	740	31	657	682
Grp Sat Flow(s),veh/h/ln	1710	0	0	1679	0	0	1774	1770	1832	1774	1770	1833
Q Serve(g_s), s	0.0	0.0	0.0	1.7	0.0	0.0	4.6	24.0	24.1	1.7	22.5	22.6
Cycle Q Clear(g_c), s	6.1	0.0	0.0	8.4	0.0	0.0	4.6	24.0	24.1	1.7	22.5	22.6
Prop In Lane	0.17		0.18	0.19		0.24	1.00		0.05	1.00		0.06
Lane Grp Cap(c), veh/h	366	0	0	361	0	0	105	1140	1180	61	1096	1135
V/C Ratio(X)	0.34	0.00	0.00	0.45	0.00	0.00	0.78	0.62	0.63	0.50	0.60	0.60
Avail Cap(c_a), veh/h	555	0	0	548	0	0	206	1140	1180	206	1096	1135
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.49	0.49	0.49	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.3	0.0	0.0	36.2	0.0	0.0	46.4	10.6	10.6	47.4	11.5	11.5
Incr Delay (d2), s/veh	0.6	0.0	0.0	0.9	0.0	0.0	6.0	1.3	1.2	6.3	2.4	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	0.0	0.0	4.1	0.0	0.0	2.4	11.9	12.5	1.0	11.7	12.1
LnGrp Delay(d),s/veh	35.9	0.0	0.0	37.1	0.0	0.0	52.3	11.9	11.9	53.7	14.0	13.9
LnGrp LOS	D			D			D	B	B	D	B	B
Approach Vol, veh/h		125			163			1534			1370	
Approach Delay, s/veh		35.9			37.1			14.0			14.8	
Approach LOS		D			D			B			B	

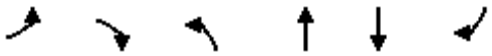
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		23.5	7.5	69.0		23.5	9.9	66.5
Change Period (Y+Rc), s		4.6	4.0	4.6		4.6	4.0	4.6
Max Green Setting (Gmax), s		30.4	11.6	44.8		30.4	11.6	44.8
Max Q Clear Time (g_c+I1), s		8.1	3.7	26.1		10.4	6.6	24.6
Green Ext Time (p_c), s		0.7	0.0	10.7		0.9	0.1	10.1

Intersection Summary	
HCM 2010 Ctrl Delay	16.4
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	360	125	0	0	0	0	1361	136	10	1206	0
Future Volume (veh/h)	70	360	125	0	0	0	0	1361	136	10	1206	0
Number	5	2	12				3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.92				1.00		0.88	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900				0	1863	1900	1863	1863	0
Adj Flow Rate, veh/h	78	400	125				0	1512	142	11	1340	0
Adj No. of Lanes	0	2	0				0	2	0	1	2	0
Peak Hour Factor	0.90	0.90	0.90				0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	2	0				0	2	2	2	2	0
Cap, veh/h	133	703	231				0	1509	140	99	2006	0
Arrive On Green	0.31	0.31	0.31				0.00	0.15	0.15	0.06	0.57	0.00
Sat Flow, veh/h	436	2302	756				0	3327	299	1774	3632	0
Grp Volume(v), veh/h	330	0	273				0	817	837	11	1340	0
Grp Sat Flow(s),veh/h/ln	1841	0	1653				0	1770	1763	1774	1770	0
Q Serve(g_s), s	13.6	0.0	12.4				0.0	41.5	42.0	0.5	23.8	0.0
Cycle Q Clear(g_c), s	13.6	0.0	12.4				0.0	41.5	42.0	0.5	23.8	0.0
Prop In Lane	0.24		0.46				0.00		0.17	1.00		0.00
Lane Grp Cap(c), veh/h	562	0	505				0	826	823	99	2006	0
V/C Ratio(X)	0.59	0.00	0.54				0.00	0.99	1.02	0.11	0.67	0.00
Avail Cap(c_a), veh/h	665	0	597				0	826	823	99	2006	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	26.4	0.0	26.0				0.0	37.9	38.1	40.4	13.6	0.0
Incr Delay (d2), s/veh	1.0	0.0	0.9				0.0	29.0	35.5	0.5	1.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.1	0.0	5.7				0.0	27.0	28.6	0.3	12.0	0.0
LnGrp Delay(d),s/veh	27.4	0.0	26.9				0.0	66.8	73.6	40.9	15.4	0.0
LnGrp LOS	C		C					E	F	D	B	
Approach Vol, veh/h		603						1654			1351	
Approach Delay, s/veh		27.2						70.2			15.6	
Approach LOS		C						E			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4			7	8
Phs Duration (G+Y+Rc), s		33.5		56.5			9.0	47.5
Change Period (Y+Rc), s		6.0		5.5			4.0	5.5
Max Green Setting (Gmax), s		32.5		46.0			5.0	37.0
Max Q Clear Time (g_c+I1), s		15.6		25.8			2.5	44.0
Green Ext Time (p_c), s		3.7		10.8			0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	42.6
HCM 2010 LOS	D



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	883	10	0	799	783	567
Future Volume (vph)	883	10	0	799	783	567
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0			7.0	7.0	
Lane Util. Factor	0.97			1.00	0.95	
Frpb, ped/bikes	1.00			1.00	0.98	
Flpb, ped/bikes	0.97			1.00	1.00	
Frt	1.00			1.00	0.94	
Flt Protected	0.95			1.00	1.00	
Satd. Flow (prot)	3333			1863	3238	
Flt Permitted	0.95			1.00	1.00	
Satd. Flow (perm)	3333			1863	3238	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	960	11	0	868	851	616
RTOR Reduction (vph)	1	0	0	0	172	0
Lane Group Flow (vph)	970	0	0	868	1295	0
Confl. Peds. (#/hr)	20	35				46
Confl. Bikes (#/hr)		35				11
Turn Type	Perm			NA	NA	
Protected Phases				8	4	
Permitted Phases	2					
Actuated Green, G (s)	24.0			35.7	35.7	
Effective Green, g (s)	24.0			35.7	35.7	
Actuated g/C Ratio	0.33			0.48	0.48	
Clearance Time (s)	7.0			7.0	7.0	
Vehicle Extension (s)	3.0			3.0	3.0	
Lane Grp Cap (vph)	1085			902	1568	
v/s Ratio Prot				c0.47	0.40	
v/s Ratio Perm	c0.29					
v/c Ratio	0.89			0.96	0.83	
Uniform Delay, d1	23.6			18.4	16.3	
Progression Factor	1.00			1.00	1.00	
Incremental Delay, d2	9.6			21.2	3.7	
Delay (s)	33.2			39.5	20.0	
Level of Service	C			D	C	
Approach Delay (s)	33.2			39.5	20.0	
Approach LOS	C			D	C	

Intersection Summary			
HCM 2000 Control Delay	29.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.93		
Actuated Cycle Length (s)	73.7	Sum of lost time (s)	14.0
Intersection Capacity Utilization	79.3%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	755	189	28	752	115	135	845	61	151	1024	91
Future Volume (veh/h)	10	755	189	28	752	115	135	845	61	151	1024	91
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.85	0.99		0.85	0.99		0.84	1.00		0.88
Parking Bus, 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
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	11	812	145	30	809	66	145	909	60	162	1101	92
Adj No. of Lanes	0	2	1	0	2	1	1	2	0	1	2	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	47	1332	521	65	1232	524	178	1182	78	270	1562	130
Arrive On Green	0.39	0.39	0.39	0.39	0.39	0.39	0.12	0.12	0.12	0.08	0.48	0.48
Sat Flow, veh/h	16	3426	1340	58	3169	1348	461	3324	219	1774	3269	273
Grp Volume(v), veh/h	438	385	145	421	418	66	145	484	485	162	595	598
Grp Sat Flow(s),veh/h/ln	1832	1610	1340	1617	1610	1348	461	1770	1774	1774	1770	1772
Q Serve(g_s), s	0.0	17.3	6.7	2.0	19.3	2.8	19.1	23.9	23.9	4.9	23.8	23.9
Cycle Q Clear(g_c), s	16.9	17.3	6.7	19.3	19.3	2.8	32.0	23.9	23.9	4.9	23.8	23.9
Prop In Lane	0.03		1.00	0.07		1.00	1.00		0.12	1.00		0.15
Lane Grp Cap(c), veh/h	753	626	521	671	626	524	178	629	631	270	846	847
V/C Ratio(X)	0.58	0.61	0.28	0.63	0.67	0.13	0.82	0.77	0.77	0.60	0.70	0.71
Avail Cap(c_a), veh/h	753	626	521	671	626	524	178	629	631	310	1003	1004
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.73	0.73	0.73	0.82	0.82	0.82	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.0	22.1	18.8	21.9	22.7	17.7	49.3	36.1	36.1	19.8	18.5	18.5
Incr Delay (d2), s/veh	3.3	4.5	1.3	3.2	4.1	0.4	20.7	4.8	4.7	2.5	1.8	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.3	8.5	2.6	9.3	9.3	1.1	4.6	12.5	12.6	2.5	12.0	12.1
LnGrp Delay(d),s/veh	25.3	26.6	20.2	25.1	26.8	18.0	70.0	40.9	40.9	22.3	20.3	20.3
LnGrp LOS	C	C	C	C	C	B	E	D	D	C	C	C
Approach Vol, veh/h		968			905			1114			1355	
Approach Delay, s/veh		25.0			25.4			44.7			20.6	
Approach LOS		C			C			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6	7	8
Phs Duration (G+Y+Rc), s		41.0		49.0		41.0	11.0	38.0
Change Period (Y+Rc), s		6.0		6.0		6.0	4.0	6.0
Max Green Setting (Gmax), s		27.0		51.0		27.0	9.0	32.0
Max Q Clear Time (g_c+I1), s		19.3		25.9		21.3	6.9	34.0
Green Ext Time (p_c), s		3.6		9.8		2.8	0.1	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	28.7
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	227	649	131	162	652	50	84	730	100	20	525	158
Future Volume (veh/h)	227	649	131	162	652	50	84	730	100	20	525	158
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.88	1.00		1.00	1.00		0.87	1.00		0.85
Parking Bus, 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
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	247	705	127	176	709	0	91	793	101	22	571	149
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	203	1089	196	203	1316	0	130	989	126	41	720	187
Arrive On Green	0.11	0.37	0.37	0.11	0.37	0.00	0.07	0.32	0.32	0.02	0.27	0.27
Sat Flow, veh/h	1774	2927	527	1774	3632	0	1774	3100	395	1774	2677	694
Grp Volume(v), veh/h	247	426	406	176	709	0	91	453	441	22	376	344
Grp Sat Flow(s),veh/h/ln	1774	1770	1684	1774	1770	0	1774	1770	1725	1774	1770	1602
Q Serve(g_s), s	11.0	19.1	19.2	9.4	15.1	0.0	4.8	22.5	22.5	1.2	19.0	19.2
Cycle Q Clear(g_c), s	11.0	19.1	19.2	9.4	15.1	0.0	4.8	22.5	22.5	1.2	19.0	19.2
Prop In Lane	1.00		0.31	1.00		0.00	1.00		0.23	1.00		0.43
Lane Grp Cap(c), veh/h	203	658	626	203	1316	0	130	565	550	41	476	431
V/C Ratio(X)	1.22	0.65	0.65	0.87	0.54	0.00	0.70	0.80	0.80	0.54	0.79	0.80
Avail Cap(c_a), veh/h	203	810	771	203	1619	0	295	570	556	258	570	516
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.6	25.0	25.0	41.9	23.7	0.0	43.5	30.0	30.0	46.5	32.6	32.7
Incr Delay (d2), s/veh	134.0	1.3	1.4	30.4	0.3	0.0	6.7	8.0	8.2	10.5	6.2	7.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.9	9.6	9.1	6.3	7.4	0.0	2.6	12.2	11.9	0.7	10.1	9.4
LnGrp Delay(d),s/veh	176.6	26.3	26.4	72.3	24.1	0.0	50.2	38.0	38.2	56.9	38.9	40.0
LnGrp LOS	F	C	C	E	C		D	D	D	E	D	D
Approach Vol, veh/h		1079			885			985			742	
Approach Delay, s/veh		60.7			33.7			39.2			39.9	
Approach LOS		E			C			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	40.3	11.0	29.9	15.0	40.3	6.2	34.7
Change Period (Y+Rc), s	4.0	4.5	4.0	4.0	4.0	4.5	4.0	4.0
Max Green Setting (Gmax), s	11.0	44.0	16.0	31.0	11.0	44.0	14.0	31.0
Max Q Clear Time (g_c+I1), s	11.4	21.2	6.8	21.2	13.0	17.1	3.2	24.5
Green Ext Time (p_c), s	0.0	6.0	0.1	3.4	0.0	5.6	0.0	3.1

Intersection Summary	
HCM 2010 Ctrl Delay	44.3
HCM 2010 LOS	D

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	57	594	63	30	747	202	72	601	41	163	528	52
Future Volume (vph)	57	594	63	30	747	202	72	601	41	163	528	52
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.5			5.5	5.5		5.5			5.5	
Lane Util. Factor		0.95			1.00	1.00		0.95			0.95	
Frpb, ped/bikes		0.99			1.00	0.93		0.99			0.99	
Flpb, ped/bikes		1.00			1.00	1.00		1.00			1.00	
Frt		0.99			1.00	0.85		0.99			0.99	
Flt Protected		1.00			1.00	1.00		0.99			0.99	
Satd. Flow (prot)		3450			1858	1475		3457			3434	
Flt Permitted		0.60			0.95	1.00		0.77			0.55	
Satd. Flow (perm)		2062			1773	1475		2692			1899	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	59	612	65	31	770	208	74	620	42	168	544	54
RTOR Reduction (vph)	0	8	0	0	0	43	0	5	0	0	6	0
Lane Group Flow (vph)	0	728	0	0	801	165	0	731	0	0	760	0
Confl. Peds. (#/hr)	35		58	58		35	57		69	69		57
Confl. Bikes (#/hr)			11			22			47			12
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		pm+pt	NA	
Protected Phases		6			6			8		7	4	
Permitted Phases	6			6		6	8			4		
Actuated Green, G (s)		40.9			40.9	40.9		28.6			38.1	
Effective Green, g (s)		40.9			40.9	40.9		28.6			38.1	
Actuated g/C Ratio		0.45			0.45	0.45		0.32			0.42	
Clearance Time (s)		5.5			5.5	5.5		5.5			5.5	
Vehicle Extension (s)		3.0			3.0	3.0		3.0			3.0	
Lane Grp Cap (vph)		937			805	670		855			897	
v/s Ratio Prot											c0.05	
v/s Ratio Perm		0.35			c0.45	0.11		0.27			c0.31	
v/c Ratio		0.78			1.00	0.25		0.86			0.85	
Uniform Delay, d1		20.7			24.4	15.1		28.8			23.3	
Progression Factor		1.00			1.00	1.00		1.00			1.00	
Incremental Delay, d2		6.3			30.5	0.9		8.4			7.5	
Delay (s)		27.0			55.0	16.0		37.1			30.8	
Level of Service		C			D	B		D			C	
Approach Delay (s)		27.0			46.9			37.1			30.8	
Approach LOS		C			D			D			C	

Intersection Summary			
HCM 2000 Control Delay	36.4	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.96		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	119.0%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	652	0	63	0	978	925	5	1124	0
Future Volume (vph)	0	0	0	652	0	63	0	978	925	5	1124	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				5.0	5.0			5.0	5.0		5.0	
Lane Util. Factor				0.95	0.95			0.95	1.00		0.95	
Frpb, ped/bikes				1.00	0.99			1.00	0.94		1.00	
Flpb, ped/bikes				0.97	0.97			1.00	1.00		1.00	
Frt				1.00	0.97			1.00	0.85		1.00	
Flt Protected				0.95	0.96			1.00	1.00		1.00	
Satd. Flow (prot)				1629	1594			3539	1481		3538	
Flt Permitted				0.95	0.96			1.00	1.00		0.95	
Satd. Flow (perm)				1629	1594			3539	1481		3367	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	0	0	0	701	0	68	0	1052	995	5	1209	0
RTOR Reduction (vph)	0	0	0	0	64	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	386	319	0	0	1052	995	0	1214	0
Confl. Peds. (#/hr)				24		34			34			
Confl. Bikes (#/hr)						12			80			
Turn Type			Perm	Perm	NA			NA	Perm	Perm	NA	
Protected Phases					6			7			4	
Permitted Phases			2	6					7	4		
Actuated Green, G (s)				22.0	22.0			46.4	46.4		58.0	
Effective Green, g (s)				22.0	22.0			46.4	46.4		58.0	
Actuated g/C Ratio				0.24	0.24			0.52	0.52		0.64	
Clearance Time (s)				5.0	5.0			5.0	5.0		5.0	
Vehicle Extension (s)				3.0	3.0			3.0	3.0		3.0	
Lane Grp Cap (vph)				398	389			1824	763		2169	
v/s Ratio Prot								0.30				
v/s Ratio Perm				c0.24	0.20				c0.67		c0.36	
v/c Ratio				0.97	0.82			0.58	1.30		0.56	
Uniform Delay, d1				33.7	32.1			15.0	21.8		8.9	
Progression Factor				1.00	1.00			0.41	0.76		0.81	
Incremental Delay, d2				36.7	12.7			0.1	137.7		0.9	
Delay (s)				70.4	44.8			6.3	154.4		8.0	
Level of Service				E	D			A	F		A	
Approach Delay (s)		0.0			57.6			78.3			8.0	
Approach LOS		A			E			E			A	

Intersection Summary			
HCM 2000 Control Delay	53.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.14		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	99.8%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	96	311	150	121	471	141	150	1693	110	126	1537	84
Future Volume (veh/h)	96	311	150	121	471	141	150	1693	110	126	1537	84
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		0.94	1.00		0.78	1.00		0.89
Parking Bus, 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
Adj Sat Flow, veh/h/ln	1900	1863	1863	1863	1863	1900	1863	1471	1900	1863	1863	1900
Adj Flow Rate, veh/h	104	338	96	132	512	140	163	1840	115	137	1671	86
Adj No. of Lanes	0	1	1	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	71	163	616	80	570	156	99	963	58	99	1248	64
Arrive On Green	0.41	0.41	0.41	0.41	0.41	0.41	0.06	0.37	0.37	0.02	0.12	0.12
Sat Flow, veh/h	54	397	1498	951	1388	379	1774	2627	159	1774	3403	173
Grp Volume(v), veh/h	442	0	96	132	0	652	163	952	1003	137	861	896
Grp Sat Flow(s),veh/h/ln	451	0	1498	951	0	1767	1774	1397	1390	1774	1770	1807
Q Serve(g_s), s	6.0	0.0	3.6	0.0	0.0	31.0	5.0	33.0	33.0	5.0	33.0	33.0
Cycle Q Clear(g_c), s	37.0	0.0	3.6	37.0	0.0	31.0	5.0	33.0	33.0	5.0	33.0	33.0
Prop In Lane	0.24		1.00	1.00		0.21	1.00		0.11	1.00		0.10
Lane Grp Cap(c), veh/h	235	0	616	80	0	726	99	512	510	99	649	663
V/C Ratio(X)	1.88	0.00	0.16	1.65	0.00	0.90	1.65	1.86	1.97	1.39	1.33	1.35
Avail Cap(c_a), veh/h	235	0	616	80	0	726	99	512	510	99	649	663
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.10	0.10	0.10	0.70	0.70	0.70
Uniform Delay (d), s/veh	30.2	0.0	16.7	45.0	0.0	24.7	42.5	28.5	28.5	44.2	39.6	39.6
Incr Delay (d2), s/veh	413.3	0.0	0.1	341.4	0.0	14.0	298.8	387.4	436.2	213.2	154.4	165.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	32.7	0.0	1.5	9.6	0.0	17.9	10.6	67.8	74.3	8.3	44.0	47.0
LnGrp Delay(d),s/veh	443.5	0.0	16.8	386.4	0.0	38.7	341.3	415.9	464.7	257.4	194.0	205.2
LnGrp LOS	F		B	F		D	F	F	F	F	F	F
Approach Vol, veh/h		538			784			2118			1894	
Approach Delay, s/veh		367.4			97.3			433.3			203.9	
Approach LOS		F			F			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		42.0	10.0	38.0		42.0	10.0	38.0
Change Period (Y+Rc), s		5.0	5.0	5.0		5.0	5.0	5.0
Max Green Setting (Gmax), s		37.0	5.0	33.0		37.0	5.0	33.0
Max Q Clear Time (g_c+I1), s		39.0	7.0	35.0		39.0	7.0	35.0
Green Ext Time (p_c), s		0.0	0.0	0.0		0.0	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	295.8
HCM 2010 LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	429	0	170	0	0	0	180	1554	0	0	1479	339
Future Volume (veh/h)	429	0	170	0	0	0	180	1554	0	0	1479	339
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.90	1.00		1.00	1.00		1.00	1.00		0.97
Parking Bus, 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
Adj Sat Flow, veh/h/ln	1863	1863	1863	0	1863	1900	1863	1275	0	0	1863	1900
Adj Flow Rate, veh/h	461	0	32	0	0	0	194	1671	0	0	1590	341
Adj No. of Lanes	2	0	1	0	1	0	1	2	0	0	2	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	0	0	2	2
Cap, veh/h	759	0	240	0	314	0	177	1587	0	0	1454	300
Arrive On Green	0.17	0.00	0.17	0.00	0.00	0.00	0.10	0.66	0.00	0.00	0.50	0.50
Sat Flow, veh/h	3548	0	1419	0	1863	0	1774	2485	0	0	3002	599
Grp Volume(v), veh/h	461	0	32	0	0	0	194	1671	0	0	942	989
Grp Sat Flow(s),veh/h/ln	1774	0	1419	0	1863	0	1774	1211	0	0	1770	1739
Q Serve(g_s), s	11.2	0.0	1.7	0.0	0.0	0.0	9.0	59.0	0.0	0.0	45.0	45.0
Cycle Q Clear(g_c), s	11.2	0.0	1.7	0.0	0.0	0.0	9.0	59.0	0.0	0.0	45.0	45.0
Prop In Lane	1.00		1.00	0.00		0.00	1.00		0.00	0.00		0.34
Lane Grp Cap(c), veh/h	759	0	240	0	314	0	177	1587	0	0	885	869
V/C Ratio(X)	0.61	0.00	0.13	0.00	0.00	0.00	1.09	1.05	0.00	0.00	1.06	1.14
Avail Cap(c_a), veh/h	988	0	331	0	435	0	177	1587	0	0	885	869
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	0.09	0.09
Uniform Delay (d), s/veh	35.7	0.0	31.8	0.0	0.0	0.0	40.5	15.5	0.0	0.0	22.5	22.5
Incr Delay (d2), s/veh	0.8	0.0	0.3	0.0	0.0	0.0	94.8	37.9	0.0	0.0	31.7	63.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.5	0.0	1.5	0.0	0.0	0.0	9.1	27.8	0.0	0.0	29.7	36.6
LnGrp Delay(d),s/veh	36.5	0.0	32.1	0.0	0.0	0.0	135.3	53.4	0.0	0.0	54.2	86.1
LnGrp LOS	D		C				F	F			F	F
Approach Vol, veh/h		493			0			1865			1931	
Approach Delay, s/veh		36.2			0.0			61.9			70.5	
Approach LOS		D						E			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6	7	8
Phs Duration (G+Y+Rc), s		20.2		64.0		20.2	14.0	50.0
Change Period (Y+Rc), s		5.0		5.0		5.0	5.0	5.0
Max Green Setting (Gmax), s		21.0		59.0		21.0	9.0	45.0
Max Q Clear Time (g_c+I1), s		0.0		61.0		13.2	11.0	47.0
Green Ext Time (p_c), s		0.0		0.0		1.1	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	62.8
HCM 2010 LOS	E

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	70	60	54	90	55	50	1333	22	20	1247	50
Future Volume (veh/h)	60	70	60	54	90	55	50	1333	22	20	1247	50
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.97		0.94	0.97		0.93	1.00		0.91	1.00		0.90
Parking Bus, 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
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	62	73	38	56	94	38	52	1389	22	21	1299	50
Adj No. of Lanes	0	1	0	0	1	0	1	2	0	1	2	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	165	185	83	141	222	79	86	2089	33	48	1957	75
Arrive On Green	0.24	0.24	0.24	0.24	0.24	0.24	0.05	0.59	0.59	0.05	1.00	1.00
Sat Flow, veh/h	464	773	348	373	928	330	1774	3560	56	1774	3459	133
Grp Volume(v), veh/h	173	0	0	188	0	0	52	690	721	21	664	685
Grp Sat Flow(s),veh/h/ln	1584	0	0	1631	0	0	1774	1770	1847	1774	1770	1822
Q Serve(g_s), s	0.0	0.0	0.0	0.5	0.0	0.0	2.6	23.8	23.8	1.0	0.0	0.0
Cycle Q Clear(g_c), s	7.6	0.0	0.0	8.1	0.0	0.0	2.6	23.8	23.8	1.0	0.0	0.0
Prop In Lane	0.36		0.22	0.30		0.20	1.00		0.03	1.00		0.07
Lane Grp Cap(c), veh/h	433	0	0	442	0	0	86	1039	1084	48	1001	1031
V/C Ratio(X)	0.40	0.00	0.00	0.43	0.00	0.00	0.60	0.66	0.67	0.43	0.66	0.67
Avail Cap(c_a), veh/h	581	0	0	595	0	0	189	1039	1084	189	1001	1031
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.26	0.26	0.26	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.9	0.0	0.0	29.1	0.0	0.0	42.0	12.6	12.6	41.9	0.0	0.0
Incr Delay (d2), s/veh	0.6	0.0	0.0	0.6	0.0	0.0	1.8	0.9	0.8	6.0	3.5	3.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	0.0	0.0	4.0	0.0	0.0	1.3	11.8	12.3	0.6	1.0	1.0
LnGrp Delay(d),s/veh	29.5	0.0	0.0	29.8	0.0	0.0	43.7	13.5	13.4	47.9	3.5	3.4
LnGrp LOS	C			C			D	B	B	D	A	A
Approach Vol, veh/h		173			188			1463			1370	
Approach Delay, s/veh		29.5			29.8			14.5			4.1	
Approach LOS		C			C			B			A	

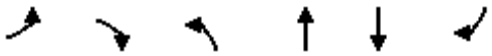
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		26.1	6.5	57.4		26.1	8.4	55.5
Change Period (Y+Rc), s		4.6	4.0	4.6		4.6	4.0	4.6
Max Green Setting (Gmax), s		30.4	9.6	36.8		30.4	9.6	36.8
Max Q Clear Time (g_c+I1), s		9.6	3.0	25.8		10.1	4.6	2.0
Green Ext Time (p_c), s		1.0	0.0	7.1		1.1	0.0	13.2

Intersection Summary	
HCM 2010 Ctrl Delay	11.8
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	440	172	0	0	0	0	1311	123	120	1342	0
Future Volume (veh/h)	70	440	172	0	0	0	0	1311	123	120	1342	0
Number	5	2	12				3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.92				1.00		0.86	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900				0	1863	1900	1863	1863	0
Adj Flow Rate, veh/h	73	458	172				0	1366	121	125	1398	0
Adj No. of Lanes	0	2	0				0	2	0	1	2	0
Peak Hour Factor	0.96	0.96	0.96				0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	2	0				0	2	2	2	2	0
Cap, veh/h	103	662	264				0	1511	133	131	2060	0
Arrive On Green	0.30	0.30	0.30				0.00	0.47	0.47	0.07	0.58	0.00
Sat Flow, veh/h	346	2231	888				0	3334	285	1774	3632	0
Grp Volume(v), veh/h	389	0	314				0	740	747	125	1398	0
Grp Sat Flow(s),veh/h/ln	1845	0	1619				0	1770	1756	1774	1770	0
Q Serve(g_s), s	17.9	0.0	16.1				0.0	36.5	37.5	6.7	25.9	0.0
Cycle Q Clear(g_c), s	17.9	0.0	16.1				0.0	36.5	37.5	6.7	25.9	0.0
Prop In Lane	0.19		0.55				0.00		0.16	1.00		0.00
Lane Grp Cap(c), veh/h	548	0	481				0	825	819	131	2060	0
V/C Ratio(X)	0.71	0.00	0.65				0.00	0.90	0.91	0.96	0.68	0.00
Avail Cap(c_a), veh/h	631	0	554				0	825	819	131	2060	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	29.8	0.0	29.1				0.0	23.3	23.5	43.8	13.7	0.0
Incr Delay (d2), s/veh	3.1	0.0	2.2				0.0	14.5	16.2	65.1	1.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.6	0.0	7.4				0.0	21.0	21.7	5.6	13.1	0.0
LnGrp Delay(d),s/veh	32.9	0.0	31.3				0.0	37.8	39.7	108.9	15.5	0.0
LnGrp LOS	C		C					D	D	F	B	
Approach Vol, veh/h		703						1487			1523	
Approach Delay, s/veh		32.2						38.8			23.2	
Approach LOS		C						D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4			7	8
Phs Duration (G+Y+Rc), s		34.2		60.8			11.0	49.8
Change Period (Y+Rc), s		6.0		5.5			4.0	5.5
Max Green Setting (Gmax), s		32.5		51.0			7.0	40.0
Max Q Clear Time (g_c+I1), s		19.9		27.9			8.7	39.5
Green Ext Time (p_c), s		3.9		12.2			0.0	0.4

Intersection Summary	
HCM 2010 Ctrl Delay	31.1
HCM 2010 LOS	C



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	881	10	0	708	796	801
Future Volume (vph)	881	10	0	708	796	801
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0			7.0	7.0	
Lane Util. Factor	0.97			1.00	0.95	
Frpb, ped/bikes	1.00			1.00	0.97	
Flpb, ped/bikes	0.97			1.00	1.00	
Frt	1.00			1.00	0.92	
Flt Protected	0.95			1.00	1.00	
Satd. Flow (prot)	3335			1863	3170	
Flt Permitted	0.95			1.00	1.00	
Satd. Flow (perm)	3335			1863	3170	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	958	11	0	770	865	871
RTOR Reduction (vph)	1	0	0	0	239	0
Lane Group Flow (vph)	968	0	0	770	1497	0
Confl. Peds. (#/hr)	20	12				35
Confl. Bikes (#/hr)		23				46
Turn Type	Perm			NA	NA	
Protected Phases				8	4	
Permitted Phases	2					
Actuated Green, G (s)	24.0			36.0	36.0	
Effective Green, g (s)	24.0			36.0	36.0	
Actuated g/C Ratio	0.32			0.49	0.49	
Clearance Time (s)	7.0			7.0	7.0	
Vehicle Extension (s)	3.0			3.0	3.0	
Lane Grp Cap (vph)	1081			906	1542	
v/s Ratio Prot				0.41	c0.47	
v/s Ratio Perm	c0.29					
v/c Ratio	0.90			0.85	0.97	
Uniform Delay, d1	23.8			16.6	18.5	
Progression Factor	1.00			1.00	1.00	
Incremental Delay, d2	9.7			7.5	16.4	
Delay (s)	33.5			24.2	34.9	
Level of Service	C			C	C	
Approach Delay (s)	33.5			24.2	34.9	
Approach LOS	C			C	C	

Intersection Summary			
HCM 2000 Control Delay	32.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.94		
Actuated Cycle Length (s)	74.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	86.4%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	793	179	48	709	143	184	1103	99	145	970	80
Future Volume (veh/h)	21	793	179	48	709	143	184	1103	99	145	970	80
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.85	1.00		0.85	0.99		0.86	1.00		0.89
Parking Bus, 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
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	22	818	133	49	731	78	190	1137	97	149	1000	75
Adj No. of Lanes	0	2	1	0	2	1	1	2	0	1	2	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	39	851	460	61	578	460	217	1269	108	254	1649	124
Arrive On Green	0.34	0.34	0.34	0.34	0.34	0.34	0.78	0.78	0.78	0.07	0.50	0.50
Sat Flow, veh/h	0	2503	1352	12	1700	1352	515	3254	277	1774	3305	248
Grp Volume(v), veh/h	301	539	133	85	695	78	190	617	617	149	535	540
Grp Sat Flow(s),veh/h/ln	893	1610	1352	101	1610	1352	515	1770	1762	1774	1770	1783
Q Serve(g_s), s	0.0	33.2	7.2	0.8	34.0	4.0	28.2	25.4	25.7	4.8	21.7	21.7
Cycle Q Clear(g_c), s	34.0	33.2	7.2	34.0	34.0	4.0	39.0	25.4	25.7	4.8	21.7	21.7
Prop In Lane	0.07		1.00	0.58		1.00	1.00		0.16	1.00		0.14
Lane Grp Cap(c), veh/h	342	548	460	91	548	460	217	690	687	254	883	890
V/C Ratio(X)	0.88	0.98	0.29	0.93	1.27	0.17	0.87	0.89	0.90	0.59	0.61	0.61
Avail Cap(c_a), veh/h	342	548	460	91	548	460	217	690	687	327	956	963
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.71	0.71	0.71	0.70	0.70	0.70	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.4	32.7	24.2	39.2	33.0	23.1	19.7	9.5	9.5	20.5	18.0	18.0
Incr Delay (d2), s/veh	26.1	34.7	1.6	63.4	131.3	0.6	23.2	10.6	11.0	2.1	1.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.5	19.9	2.9	3.9	35.0	1.6	6.6	13.7	13.7	2.4	10.8	10.9
LnGrp Delay(d),s/veh	57.6	67.4	25.7	102.7	164.3	23.7	42.9	20.1	20.5	22.7	19.0	19.0
LnGrp LOS	E	E	C	F	F	C	D	C	C	C	B	B
Approach Vol, veh/h		973			858			1424			1224	
Approach Delay, s/veh		58.6			145.4			23.3			19.4	
Approach LOS		E			F			C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6	7	8
Phs Duration (G+Y+Rc), s		40.0		55.9		40.0	10.9	45.0
Change Period (Y+Rc), s		6.0		6.0		6.0	4.0	6.0
Max Green Setting (Gmax), s		34.0		54.0		34.0	11.0	39.0
Max Q Clear Time (g_c+I1), s		36.0		23.7		36.0	6.8	41.0
Green Ext Time (p_c), s		0.0		9.1		0.0	0.1	0.0

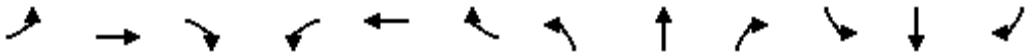
Intersection Summary	
HCM 2010 Ctrl Delay	53.3
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	248	705	104	114	563	40	133	757	124	30	764	204
Future Volume (veh/h)	248	705	104	114	563	40	133	757	124	30	764	204
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.79	1.00		1.00	1.00		0.89	1.00		0.83
Parking Bus, 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
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	256	727	98	118	580	0	137	780	119	31	788	191
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	1	2	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	288	1091	147	148	996	0	168	1110	169	51	813	197
Arrive On Green	0.16	0.36	0.36	0.08	0.28	0.00	0.09	0.37	0.37	0.03	0.30	0.30
Sat Flow, veh/h	1774	3027	408	1774	3632	0	1774	3022	461	1774	2701	655
Grp Volume(v), veh/h	256	425	400	118	580	0	137	457	442	31	516	463
Grp Sat Flow(s),veh/h/ln	1774	1770	1665	1774	1770	0	1774	1770	1714	1774	1770	1586
Q Serve(g_s), s	14.5	20.8	20.9	6.7	14.5	0.0	7.8	22.7	22.7	1.8	29.6	29.6
Cycle Q Clear(g_c), s	14.5	20.8	20.9	6.7	14.5	0.0	7.8	22.7	22.7	1.8	29.6	29.6
Prop In Lane	1.00		0.24	1.00		0.00	1.00		0.27	1.00		0.41
Lane Grp Cap(c), veh/h	288	638	600	148	996	0	168	650	630	51	533	478
V/C Ratio(X)	0.89	0.67	0.67	0.80	0.58	0.00	0.81	0.70	0.70	0.61	0.97	0.97
Avail Cap(c_a), veh/h	327	756	712	310	1513	0	276	650	630	241	533	478
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.2	27.7	27.7	46.3	31.8	0.0	45.7	27.8	27.8	49.4	35.5	35.5
Incr Delay (d2), s/veh	22.6	1.7	1.9	9.3	0.5	0.0	9.1	3.4	3.5	11.4	31.1	33.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.9	10.4	9.9	3.7	7.2	0.0	4.2	11.6	11.3	1.0	19.1	17.4
LnGrp Delay(d),s/veh	64.8	29.5	29.6	55.6	32.3	0.0	54.8	31.2	31.3	60.8	66.6	68.6
LnGrp LOS	E	C	C	E	C		D	C	C	E	E	E
Approach Vol, veh/h		1081			698			1036			1010	
Approach Delay, s/veh		37.9			36.3			34.3			67.3	
Approach LOS		D			D			C			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.6	41.6	13.8	35.0	20.7	33.5	6.9	41.8
Change Period (Y+Rc), s	4.0	4.5	4.0	4.0	4.0	4.5	4.0	4.0
Max Green Setting (Gmax), s	18.0	44.0	16.0	31.0	19.0	44.0	14.0	31.0
Max Q Clear Time (g_c+I1), s	8.7	22.9	9.8	31.6	16.5	16.5	3.8	24.7
Green Ext Time (p_c), s	0.2	5.8	0.2	0.0	0.2	4.5	0.0	3.1

Intersection Summary	
HCM 2010 Ctrl Delay	44.4
HCM 2010 LOS	D

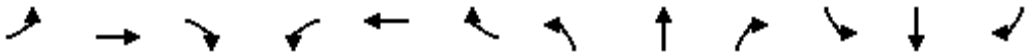
Notes



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	53	702	73	31	586	183	83	572	41	183	563	60
Future Volume (vph)	53	702	73	31	586	183	83	572	41	183	563	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.5			5.5	5.5		5.5			5.5	
Lane Util. Factor		0.95			1.00	1.00		0.95			0.95	
Frpb, ped/bikes		0.99			1.00	0.85		0.99			0.99	
Flpb, ped/bikes		1.00			1.00	1.00		1.00			1.00	
Frt		0.99			1.00	0.85		0.99			0.99	
Flt Protected		1.00			1.00	1.00		0.99			0.99	
Satd. Flow (prot)		3446			1856	1349		3447			3411	
Flt Permitted		0.68			0.92	1.00		0.72			0.56	
Satd. Flow (perm)		2357			1714	1349		2496			1926	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	56	739	77	33	617	193	87	602	43	193	593	63
RTOR Reduction (vph)	0	7	0	0	0	46	0	5	0	0	7	0
Lane Group Flow (vph)	0	865	0	0	650	147	0	727	0	0	842	0
Confl. Peds. (#/hr)	94		71	71		94	93		71	71		93
Confl. Bikes (#/hr)			11			11			35			58
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		pm+pt	NA	
Protected Phases		6			6			8		7	4	
Permitted Phases	6			6		6	8			4		
Actuated Green, G (s)		40.6			40.6	40.6		33.9			43.4	
Effective Green, g (s)		40.6			40.6	40.6		33.9			43.4	
Actuated g/C Ratio		0.43			0.43	0.43		0.36			0.46	
Clearance Time (s)		5.5			5.5	5.5		5.5			5.5	
Vehicle Extension (s)		3.0			3.0	3.0		3.0			3.0	
Lane Grp Cap (vph)		1007			732	576		890			965	
v/s Ratio Prot											c0.05	
v/s Ratio Perm		0.37			c0.38	0.11		0.29			c0.35	
v/c Ratio		0.86			0.89	0.25		0.82			0.87	
Uniform Delay, d1		24.6			25.1	17.5		27.7			23.3	
Progression Factor		1.00			1.00	1.00		1.00			1.00	
Incremental Delay, d2		9.4			15.0	1.1		5.9			8.8	
Delay (s)		34.0			40.1	18.5		33.6			32.1	
Level of Service		C			D	B		C			C	
Approach Delay (s)		34.0			35.2			33.6			32.1	
Approach LOS		C			D			C			C	

Intersection Summary			
HCM 2000 Control Delay	33.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.92		
Actuated Cycle Length (s)	95.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	117.6%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	945	0	36	0	1225	854	5	1094	0
Future Volume (vph)	0	0	0	945	0	36	0	1225	854	5	1094	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				5.0	5.0			5.0	5.0		5.0	
Lane Util. Factor				0.95	0.95			0.95	1.00		0.95	
Frpb, ped/bikes				1.00	0.98			1.00	0.96		1.00	
Flpb, ped/bikes				1.00	1.00			1.00	1.00		1.00	
Frt				1.00	0.99			1.00	0.85		1.00	
Flt Protected				0.95	0.96			1.00	1.00		1.00	
Satd. Flow (prot)				1681	1640			3539	1527		3538	
Flt Permitted				0.95	0.96			1.00	1.00		0.95	
Satd. Flow (perm)				1681	1640			3539	1527		3362	
Peak-hour factor, PHF	0.93	0.93	0.93	0.96	0.93	0.96	0.93	0.96	0.96	0.96	0.96	0.93
Adj. Flow (vph)	0	0	0	984	0	38	0	1276	890	5	1140	0
RTOR Reduction (vph)	0	0	0	0	56	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	512	454	0	0	1276	890	0	1145	0
Confl. Peds. (#/hr)						152			24			
Confl. Bikes (#/hr)						59			24			
Turn Type			Perm	Perm	NA			NA	Perm	Perm	NA	
Protected Phases					6			7			4	
Permitted Phases			2	6					7	4		
Actuated Green, G (s)				26.0	26.0			52.4	52.4		64.0	
Effective Green, g (s)				26.0	26.0			52.4	52.4		64.0	
Actuated g/C Ratio				0.26	0.26			0.52	0.52		0.64	
Clearance Time (s)				5.0	5.0			5.0	5.0		5.0	
Vehicle Extension (s)				3.0	3.0			3.0	3.0		3.0	
Lane Grp Cap (vph)				437	426			1854	800		2151	
v/s Ratio Prot								0.36				
v/s Ratio Perm				c0.30	0.28				c0.58		c0.34	
v/c Ratio				1.17	1.07			0.69	1.11		0.53	
Uniform Delay, d1				37.0	37.0			17.7	23.8		9.8	
Progression Factor				1.00	1.00			0.23	0.44		0.93	
Incremental Delay, d2				99.1	62.0			0.2	52.6		0.8	
Delay (s)				136.1	99.0			4.3	63.1		10.0	
Level of Service				F	F			A	E		A	
Approach Delay (s)		0.0			117.6			28.5			10.0	
Approach LOS		A			F			C			A	

Intersection Summary			
HCM 2000 Control Delay	44.6	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.09		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	93.9%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	75	382	110	81	480	130	190	2133	171	156	1779	112
Future Volume (veh/h)	75	382	110	81	480	130	190	2133	171	156	1779	112
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		0.95	1.00		0.90	1.00		0.80
Parking Bus, 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
Adj Sat Flow, veh/h/ln	1900	1863	1863	1863	1863	1900	1863	1471	1900	1863	1863	1900
Adj Flow Rate, veh/h	77	390	36	83	490	123	194	2177	168	159	1815	110
Adj No. of Lanes	0	1	1	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	42	101	509	72	483	121	106	1174	89	106	1504	89
Arrive On Green	0.34	0.34	0.34	0.34	0.34	0.34	0.06	0.45	0.45	0.02	0.15	0.15
Sat Flow, veh/h	0	297	1497	958	1422	357	1774	2610	197	1774	3342	197
Grp Volume(v), veh/h	467	0	36	83	0	613	194	1142	1203	159	939	986
Grp Sat Flow(s),veh/h/ln	297	0	1497	958	0	1779	1774	1397	1409	1774	1770	1769
Q Serve(g_s), s	0.0	0.0	1.6	0.0	0.0	34.0	6.0	45.0	45.0	6.0	45.0	45.0
Cycle Q Clear(g_c), s	34.0	0.0	1.6	34.0	0.0	34.0	6.0	45.0	45.0	6.0	45.0	45.0
Prop In Lane	0.16		1.00	1.00		0.20	1.00		0.14	1.00		0.11
Lane Grp Cap(c), veh/h	143	0	509	72	0	605	106	629	634	106	796	796
V/C Ratio(X)	3.27	0.00	0.07	1.15	0.00	1.01	1.82	1.82	1.90	1.49	1.18	1.24
Avail Cap(c_a), veh/h	143	0	509	72	0	605	106	629	634	106	796	796
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.09	0.09	0.09	0.61	0.61	0.61
Uniform Delay (d), s/veh	27.9	0.0	22.3	50.0	0.0	33.0	47.0	27.5	27.5	49.0	42.6	42.6
Incr Delay (d2), s/veh	1037.2	0.0	0.3	153.3	0.0	40.0	373.5	368.3	403.8	249.9	88.8	114.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	44.0	0.0	0.7	5.0	0.0	23.4	14.0	81.6	88.6	10.3	41.7	47.3
LnGrp Delay(d),s/veh	1065.1	0.0	22.6	203.3	0.0	73.0	420.5	395.8	431.3	298.9	131.4	156.6
LnGrp LOS	F		C	F		F	F	F	F	F	F	F
Approach Vol, veh/h		503			696			2539			2084	
Approach Delay, s/veh		990.5			88.5			414.5			156.1	
Approach LOS		F			F			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		39.0	11.0	50.0		39.0	11.0	50.0
Change Period (Y+Rc), s		5.0	5.0	5.0		5.0	5.0	5.0
Max Green Setting (Gmax), s		34.0	6.0	45.0		34.0	6.0	45.0
Max Q Clear Time (g_c+I1), s		36.0	8.0	47.0		36.0	8.0	47.0
Green Ext Time (p_c), s		0.0	0.0	0.0		0.0	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	332.8
HCM 2010 LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	622	0	240	0	0	0	170	1803	0	0	1594	386
Future Volume (veh/h)	622	0	240	0	0	0	170	1803	0	0	1594	386
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, 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
Adj Sat Flow, veh/h/ln	1863	1863	1863	0	1863	1900	1863	1275	0	0	1863	1900
Adj Flow Rate, veh/h	655	0	126	0	0	0	179	1898	0	0	1678	384
Adj No. of Lanes	2	0	1	0	1	0	1	2	0	0	2	0
Peak Hour Factor	0.95	0.93	0.95	0.93	0.93	0.93	0.95	0.95	0.93	0.93	0.95	0.95
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	0	0	2	2
Cap, veh/h	870	0	311	0	381	0	142	1671	0	0	1610	353
Arrive On Green	0.20	0.00	0.20	0.00	0.00	0.00	0.08	0.69	0.00	0.00	0.56	0.56
Sat Flow, veh/h	3548	0	1517	0	1863	0	1774	2485	0	0	2967	630
Grp Volume(v), veh/h	655	0	126	0	0	0	179	1898	0	0	1005	1057
Grp Sat Flow(s),veh/h/ln	1774	0	1517	0	1863	0	1774	1211	0	0	1770	1734
Q Serve(g_s), s	18.0	0.0	7.2	0.0	0.0	0.0	8.0	69.0	0.0	0.0	56.0	56.0
Cycle Q Clear(g_c), s	18.0	0.0	7.2	0.0	0.0	0.0	8.0	69.0	0.0	0.0	56.0	56.0
Prop In Lane	1.00		1.00	0.00		0.00	1.00		0.00	0.00		0.36
Lane Grp Cap(c), veh/h	870	0	311	0	381	0	142	1671	0	0	991	971
V/C Ratio(X)	0.75	0.00	0.41	0.00	0.00	0.00	1.26	1.14	0.00	0.00	1.01	1.09
Avail Cap(c_a), veh/h	889	0	319	0	391	0	142	1671	0	0	991	971
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	0.09	0.09
Uniform Delay (d), s/veh	38.8	0.0	34.5	0.0	0.0	0.0	46.0	15.5	0.0	0.0	22.0	22.0
Incr Delay (d2), s/veh	3.6	0.0	0.9	0.0	0.0	0.0	162.0	69.1	0.0	0.0	12.3	41.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.3	0.0	6.3	0.0	0.0	0.0	10.3	38.6	0.0	0.0	30.3	37.7
LnGrp Delay(d),s/veh	42.4	0.0	35.3	0.0	0.0	0.0	208.0	84.6	0.0	0.0	34.3	63.9
LnGrp LOS	D		D				F	F			F	F
Approach Vol, veh/h		781			0			2077			2062	
Approach Delay, s/veh		41.2			0.0			95.3			49.4	
Approach LOS		D						F			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6	7	8
Phs Duration (G+Y+Rc), s		25.5		74.0		25.5	13.0	61.0
Change Period (Y+Rc), s		5.0		5.0		5.0	5.0	5.0
Max Green Setting (Gmax), s		21.0		69.0		21.0	8.0	56.0
Max Q Clear Time (g_c+I1), s		0.0		71.0		20.0	10.0	58.0
Green Ext Time (p_c), s		0.0		0.0		0.4	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	67.5
HCM 2010 LOS	E

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	80	40	33	90	64	80	1428	45	30	1331	40
Future Volume (veh/h)	20	80	40	33	90	64	80	1428	45	30	1331	40
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.94	0.97		0.95	1.00		0.89	1.00		0.91
Parking Bus, 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
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	21	82	22	34	93	43	82	1472	45	31	1372	40
Adj No. of Lanes	0	1	0	0	1	0	1	2	0	1	2	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	75	251	61	86	207	85	105	2204	67	61	2123	62
Arrive On Green	0.20	0.20	0.20	0.20	0.20	0.20	0.06	0.63	0.63	0.03	0.61	0.61
Sat Flow, veh/h	163	1243	300	213	1026	420	1774	3491	106	1774	3501	102
Grp Volume(v), veh/h	125	0	0	170	0	0	82	744	773	31	692	720
Grp Sat Flow(s),veh/h/ln	1706	0	0	1660	0	0	1774	1770	1828	1774	1770	1833
Q Serve(g_s), s	0.0	0.0	0.0	1.9	0.0	0.0	4.6	26.8	27.0	1.7	25.3	25.4
Cycle Q Clear(g_c), s	6.0	0.0	0.0	8.7	0.0	0.0	4.6	26.8	27.0	1.7	25.3	25.4
Prop In Lane	0.17		0.18	0.20		0.25	1.00		0.06	1.00		0.06
Lane Grp Cap(c), veh/h	387	0	0	379	0	0	105	1117	1154	61	1073	1112
V/C Ratio(X)	0.32	0.00	0.00	0.45	0.00	0.00	0.78	0.67	0.67	0.50	0.65	0.65
Avail Cap(c_a), veh/h	554	0	0	543	0	0	206	1117	1154	206	1073	1112
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.36	0.36	0.36	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.2	0.0	0.0	35.3	0.0	0.0	46.4	11.7	11.8	47.4	12.7	12.7
Incr Delay (d2), s/veh	0.5	0.0	0.0	0.8	0.0	0.0	4.5	1.2	1.1	6.3	3.0	2.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	0.0	0.0	4.2	0.0	0.0	2.4	13.2	13.9	1.0	13.2	13.7
LnGrp Delay(d),s/veh	34.7	0.0	0.0	36.1	0.0	0.0	50.9	12.9	12.9	53.7	15.7	15.7
LnGrp LOS	C			D			D	B	B	D	B	B
Approach Vol, veh/h		125			170			1599			1443	
Approach Delay, s/veh		34.7			36.1			14.9			16.5	
Approach LOS		C			D			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		24.8	7.5	67.7		24.8	9.9	65.2
Change Period (Y+Rc), s		4.6	4.0	4.6		4.6	4.0	4.6
Max Green Setting (Gmax), s		30.4	11.6	44.8		30.4	11.6	44.8
Max Q Clear Time (g_c+I1), s		8.0	3.7	29.0		10.7	6.6	27.4
Green Ext Time (p_c), s		0.7	0.0	10.0		0.9	0.1	9.8

Intersection Summary	
HCM 2010 Ctrl Delay	17.4
HCM 2010 LOS	B

APPENDIX E

MXD METHODOLOGY

APPENDIX E MXD METHODOLOGY

Current accepted methodologies, such as the Institute of Transportation Engineers (ITE) Tr*ip Generation* methodology, are primarily based on data collected at suburban, single-use, freestanding sites. These defining characteristics limit their applicability to mixed-use or multi-use development projects. The land use mix, design features, and setting of urban mixed-use developments include characteristics that influence travel behavior differently from typical single-use suburban developments. Thus, traditional data and methodologies, such as ITE, would not accurately estimate their vehicle trip generation. In response to the limitations in the ITE methodology, and to provide a straightforward and empirically validated method of estimating vehicle trip generation at mixed-use developments, the US Environmental Protection Agency (EPA) sponsored a national study of the trip generation characteristics of multi-use sites. Travel survey data was gathered from 239 mixed-use developments (MXDs) in six major metropolitan regions, and correlated with the characteristics of the sites and their surroundings. The findings indicate that the amount of external traffic generated is affected by a wide variety of factors, each pertaining to one or more of the following characteristics:

- **The relative numbers of residents and jobs on the site** – the better the site jobs/ housing balance, the greater the proportion of commute trips that remain internal.
- **The amount of retail and service use on the site relative to the number of residences** – the greater the degree to which retail and service opportunities match the needs generated by site residents, the greater the internalization of household-generated shopping, personal services and entertainment travel.
- **The amount of retail and service use relative to the number of employees** – the better the balance of employee-oriented retail and service opportunities, the greater the internal capture of lunchtime and after-work dining, shopping and errands by site employees.
- **The overall size of the development** – the larger the scale of the development in terms of acreage and total amounts of residential and commercial use, the greater the likelihood that travel destinations can be satisfied within the site as a whole.
- **The density of development** – the greater the concentration of dwellings and commercial space per acre, the greater the likelihood that the interacting land uses will be near enough together to encourage walking or short-distance internal driving.
- **The internal connectivity for walking or driving among different activities** – measured in terms of the ratio of intersections to total land area within the site directly influences trip internalization and the number of trips made by walking instead of driving.

- **The availability of transit** – the greater the number of jobs within a reasonable travel time via transit, the greater the share of travel likely to occur by transit, and the lower the traffic generation.
- **The number of convenient trip destinations within the immediate area** – the number of retail and other jobs in neighborhoods immediately surrounding the multi-use site reduces the amount of walking to/from the site and reduce traffic generation.

These characteristics were related statistically to the trip behavior observed at the study development sites using Hierarchical Linear Modeling (HLM) techniques. This quantified relationships between characteristics of the MXDs and the likelihood that trips generated by those MXDs will stay internal and/or use modes of transportation other than the private vehicle. These statistical relationships produced equations, known as the EPA MXD model, that allows predicting external vehicle trip reduction as a function of the MXD characteristics. Applying the external vehicle trip reduction percentage to "raw trips", as predicted by ITE, produces an estimate for the number of vehicle trips traveling in or out of the site.

VALIDATION OF MXD MODEL

Since the conclusion of the EPA sponsored study, Fehr & Peers has been actively enhancing the MXD model to improve sensitivity to various site characteristics, improve peak hour performance, and continue to validate the model against MXDs where data is available.

A set of 27 independent MXD sites across the country that were not included in the initial model development have been tested to validate the model. These sites represent locations where it is expected that traditional data and methodologies, such as ITE, would not accurately estimate the project vehicle trip generation. **Table E-1** presents the performance of the MXD model against ITE and ITE internalization procedures.

Based on all statistical measurements, the MXD model performs better than the ITE recommended procedures for these types of sites.

TABLE E-1
MXD MODEL
VALIDATION STATISTICS COMPARISON

Validation Statistic	ITE Raw	ITE with Internalization	MXD Model
Daily			
Average Model Error[1]	28%	16%	**2%**
% RMSE[2]	40%	27%	**17%**
R-Squared[3]	0.77	0.89	**0.96**
AM Peak Hour			
Average Model Error	54%	49%	**12%**
% RMSE	54%	53%	**21%**
R-Squared	0.81	0.81	**0.97**
PM Peak Hour			
Average Model Error	49%	35%	**4%**
% RMSE	64%	49%	**15%**
R-Squared	0.40	0.65	**0.97**

1. Average model error measures the difference between the estimated trip generation and the counted trip generation of the 28 survey sites.
2. RMSE stands for percent root mean squared error is a demand assessment of performance of transportation models in that it does not apply average that would allow over-estimates and under-estimates to cancel one another out and it penalizes proportionally more for large errors. A % RMSE of less than 40% is generally considered acceptable in transportation modeling.
3. R-squared is a statistical measure that indicates, in this case, the degree to which each method explains the variation in trip generation among the 28 survey sites. An R-Squared value closer to 1.0 indicates that the method fully explains the variation in trip generation amongst the survey sites and would be suitable to be used for that set of site types.

Source: Fehr & Peers, 2018.

APPENDIX F

CMP ANALYSIS

Adeline Corridor Specific Plan EIR
Alameda CTC Roadway System Analysis Summary - 2020 PM

Link Location	Segment Limits		No Project Volume	With Project Volume	V/C Ratio - No Project	V/C Ratio - With Project	No Project LOS	With Project LOS	Change from LOS E or better to LOS F	LOS F and Change in V/C >3%
Arterials										
Shattuck Avenue Northbound										
Between	Ashby Avenue	Adeline Street	715	743	0.89	0.93	D	E	No	-
Between	Adeline Street	Dwight Way	1,945	1,987	1.22	1.24	F	F	-	No
Between	Dwight Way	Durant Avenue	1,468	1,509	0.92	0.94	E	E	No	-
Shattuck Avenue Southbound										
Between	Durant Avenue	Dwight Way	1,522	1,584	0.95	0.99	E	E	No	-
Between	Dwight Way	Adeline Street	1,905	1,959	1.19	1.22	F	F	-	No
Between	Adeline Street	Ashby Avenue	699	723	0.87	0.90	D	D	No	-
Adeline Street Northbound										
Between	MLK Jr. Way	Alcatraz Avenue	2,781	2,836	1.16	1.77	F	F	-	**Yes**
Between	Alcatraz Avenue	MLK Jr. Way	2,608	2,696	1.09	1.68	F	F	-	**Yes**
Between	MLK Jr. Way	Ashby Avenue	1,485	1,524	0.93	0.95	E	E	No	-
Between	Ashby Avenue	Shattuck Avenue	1,376	1,417	0.86	0.89	D	D	No	-
Adeline Street Southbound										
Between	Shattuck Avenue	Ashby Avenue	1,351	1,402	0.84	0.88	D	D	No	-
Between	Ashby Avenue	MLK Jr. Way	1,607	1,638	1.00	1.02	F	F	-	No
Between	MLK Jr. Way	Alcatraz Avenue	2,532	2,601	1.05	1.63	F	F	-	**Yes**
Between	Alcatraz Avenue	MLK Jr. Way	2,590	2,629	1.08	1.64	F	F	-	**Yes**
MLK Jr. Way Northbound										
Between	55th Street	Adeline Street	1,535	1,568	0.96	0.98	E	E	No	-
Between	Adeline Street	Ashby Avenue	1,087	1,143	0.68	0.71	C	C	No	-
Between	Ashby Avenue	Dwight Way	1,320	1,346	0.83	0.84	D	D	No	-
Between	Dwight Way	Haste Street	1,000	1,026	0.63	0.64	C	C	No	-
MLK Jr. Way Southbound										
Between	Haste Street	Dwight Way	1,554	1,590	0.97	0.99	E	E	No	-
Between	Dwight Way	Ashby Avenue	1,377	1,412	0.86	0.88	D	D	No	-
Between	Ashby Avenue	Adeline Street	1,042	1,129	0.65	0.71	C	C	No	-
Between	Adeline Street	55th Street	1,637	1,661	1.02	1.04	F	F	-	No
Ashby Avenue Westbound										
Between	Telegraph Avenue	Shattuck Avenue	972	992	0.61	0.62	C	C	No	-
Between	Shattuck Avenue	Adeline Street	998	1,025	0.62	0.64	C	C	No	-
Between	Adeline Street	MLK Jr. Way	745	795	0.47	0.50	B	B	No	-
Between	MLK Jr. Way	Sacramento St	923	946	0.58	0.59	B	C	No	-
Ashby Avenue Eastbound										
Between	Sacramento St	MLK Jr. Way	963	995	0.60	0.62	C	C	No	-
Between	MLK Jr. Way	Adeline Street	1,090	1,137	0.68	0.71	C	C	No	-
Between	Adeline Street	Shattuck Avenue	1,953	1,980	1.22	1.24	F	F	-	No
Between	Shattuck Avenue	Telegraph Avenue	1,795	1,810	2.24	2.26	F	F	-	No
Dwight Way Eastbound										
Between	MLK Jr. Way	Shattuck Avenue	313	325	0.20	0.20	A	A	No	-
Between	Shattuck Avenue	Fulton Street	419	432	0.26	0.27	A	A	No	-

Fehr & Peers, 2018.

Adeline Corridor Specific Plan EIR
Alameda CTC Roadway System Analysis Summary - 2040 PM

Link Location	Segment Limits		No Project Volume	With Project Volume	V/C Ratio - No Project	V/C Ratio - With Project	No Project LOS	With Project LOS	Change from LOS E or better to LOS F	LOS F and Change in V/C >3%
Arterials										
Shattuck Avenue Northbound										
Between	Ashby Avenue	Adeline Street	855	883	1.07	1.10	F	F	-	No
Between	Adeline Street	Dwight Way	1,989	2,031	1.24	1.27	F	F	-	No
Between	Dwight Way	Durant Avenue	1,470	1,511	0.92	0.94	E	E	No	-
Shattuck Avenue Southbound										
Between	Durant Avenue	Dwight Way	1,503	1,565	0.94	0.98	E	E	No	-
Between	Dwight Way	Adeline Street	1,979	2,033	1.24	1.27	F	F	-	No
Between	Adeline Street	Ashby Avenue	874	898	1.09	1.12	F	F	-	No
Adeline Street Northbound										
Between	MLK Jr. Way	Alcatraz Avenue	2,983	3,038	1.24	1.90	F	F	-	**Yes**
Between	Alcatraz Avenue	MLK Jr. Way	2,795	2,883	1.16	1.80	F	F	-	**Yes**
Between	MLK Jr. Way	Ashby Avenue	1,114	1,153	0.70	0.72	C	C	No	-
Between	Ashby Avenue	Shattuck Avenue	1,494	1,535	0.93	0.96	E	E	No	-
Adeline Street Southbound										
Between	Shattuck Avenue	Ashby Avenue	1,341	1,392	0.84	0.87	D	D	No	-
Between	Ashby Avenue	MLK Jr. Way	2,138	2,169	1.34	1.36	F	F	-	No
Between	MLK Jr. Way	Alcatraz Avenue	3,071	3,140	1.28	1.96	F	F	-	**Yes**
Between	Alcatraz Avenue	MLK Jr. Way	2,966	3,005	1.24	1.88	F	F	-	**Yes**
MLK Jr. Way Northbound										
Between	55th Street	Adeline Street	1,882	1,915	1.18	1.20	F	F	-	No
Between	Adeline Street	Ashby Avenue	1,903	1,959	1.19	1.22	F	F	-	No
Between	Ashby Avenue	Dwight Way	2,048	2,074	1.28	1.30	F	F	-	No
Between	Dwight Way	Haste Street	1,252	1,278	0.78	0.80	D	D	No	-
MLK Jr. Way Southbound										
Between	Haste Street	Dwight Way	1,906	1,942	1.19	1.21	F	F	-	No
Between	Dwight Way	Ashby Avenue	1,749	1,784	1.09	1.12	F	F	-	No
Between	Ashby Avenue	Adeline Street	1,391	1,478	0.87	0.92	D	E	No	-
Between	Adeline Street	55th Street	1,926	1,950	1.20	1.22	F	F	-	No
Ashby Avenue Westbound										
Between	Telegraph Avenue	Shattuck Avenue	1,026	1,046	0.64	0.65	C	C	No	-
Between	Shattuck Avenue	Adeline Street	1,013	1,040	0.63	0.65	C	C	No	-
Between	Adeline Street	MLK Jr. Way	725	775	0.45	0.48	B	B	No	-
Between	MLK Jr. Way	Sacramento St	936	959	0.59	0.60	C	C	No	-
Ashby Avenue Eastbound										
Between	Sacramento St	MLK Jr. Way	838	870	0.52	0.54	B	B	No	-
Between	MLK Jr. Way	Adeline Street	1,078	1,125	0.67	0.70	C	C	No	-
Between	Adeline Street	Shattuck Avenue	1,926	1,953	1.20	1.22	F	F	-	No
Between	Shattuck Avenue	Telegraph Avenue	1,991	2,006	2.49	2.51	F	F	-	No
Dwight Way Eastbound										
Between	MLK Jr. Way	Shattuck Avenue	860	872	0.54	0.55	B	B	No	-
Between	Shattuck Avenue	Fulton Street	886	899	0.55	0.56	B	B	No	-

Fehr & Peers, 2018.

Appendix F

Water Supply Assessment

EAST BAY
MUNICIPAL UTILITY DISTRICT

November 13, 2018

Alisa Shen, Principal Planner
City of Berkeley
1947 Center Street
Berkeley, CA 94704

Re: Water Supply Assessment – Adeline Corridor Specific Plan

Dear Ms. Shen:

This letter is in response to your request dated September 26, 2018, for water agency consultation (Enclosure 1) concerning the Water Supply Assessment (WSA) for the Adeline Corridor Specific Plan (Project), located in the City of Berkeley (City), which is within East Bay Municipal Utility District's (EBMUD's) Ultimate Service Boundary. EBMUD appreciates the opportunity to provide this response. The September 26, 2018 letter was a subsequent request to an August 29, 2018 letter for preparation of a WSA which corrected the Project elements.

Pursuant to Sections 10910-10915 of the California Water Code, the Project meets the threshold requirement for an assessment of water supply availability based on the amount of water this Project would require, which is greater than the amount of water required by a 500-dwelling-unit project.

Please note that this WSA addresses the issue of water supply only and is not a guarantee of service, and future water service is subject to the rates and regulations in effect at that time.

Project Demand

The water demand for the Project is accounted for in EBMUD's water demand projections, as published in EBMUD's Urban Water Management Plan (UWMP) 2015 (Enclosure 2). EBMUD's water demand projections account for anticipated future water demands within EBMUD's service boundaries and for variations in demand-attributed changes in development patterns. The historical water use in the Project area is approximately 58,700 gallons per day (gpd). The projected water demand at Project build-out is estimated to be approximately 311,100 gpd.

EBMUD's demand projections indicate both densification and land use changes in a few existing land use classifications, including commercial and residential land use areas. These changes increase EBMUD's overall demand. EBMUD's UWMP 2015 projects water demands over time, accounting for estimated variations in demand usage less conservation and recycled supply

sources as noted in the UWMP 2015, Table 4-1, Mid-Cycle Demand Projections (Table 1). Typically, EBMUD prepares a full demand study every ten years; the most recent version, the 2040 Demand Study, was completed in 2009. For planning purposes, water demands are estimated in five-year increments, but it is recognized that actual incremental amounts may occur stepwise in shorter time increments. An increase in usage by one customer in a particular customer class does not require a strict gallon-for-gallon increase in conservation by other customers in that class as, in actuality, the amount of potable demand, conservation and recycled water use EBMUD-wide will vary somewhat. In 2014, EBMUD prepared the Mid-Cycle Demand Assessment (MCDA) in order to assess any significant effects on metered water consumption caused by the 2008-2010 drought and the economic downturn that affected growth in the Bay Area. As part of the MCDA, recently updated city and county general plans were reviewed for significant changes since the 2040 Demand Study was completed, and meetings were also held with representatives from the cities of Alameda, Oakland, Richmond, and San Ramon. The MCDA concluded that, while the cities and counties might reach their build-out goals later than originally anticipated, they would still reach these goals by 2040. Accordingly, the MCDA validated the 2040 Demand Study, as the demands are expected to gradually increase back to 2040 projected demand levels as development and water use return to pre-drought and pre-recession conditions. EBMUD plans to complete another full demand study in 2019 looking out at a long-term horizon of 2050. As part of the demand study, EBMUD will be reaching out to each city and county in the service area to ask about projected development and future land use changes. The study results will be incorporated into the UWMP 2020.

Table 1
Mid-Cycle Demand Projections (UWMP 2015, Table 4-1)

TABLE 4-1 MID-CYCLE DEMAND PROJECTIONS

AVERAGE ANNUAL DEMAND (MGD)	2015	2020	2025	2030	2035	2040
PROJECTED TOTAL DEMAND	232	267	276	290	304	312
CONSERVATION[1]	-33	-39	-44	-51	-57	-62
NON-POTABLE WATER[1,2]	-9	-11	-14	-17	-18	-20
PLANNING LEVEL OF DEMAND	190	217	218	222	229	230

1 See Chapters 6 and 7 for more discussion of water recycling and conservation, respectively.
2 Non-potable water includes recycled water and raw water projects.

Project Area

The Project is located in the southern portion of the City of Berkeley and is generally bounded to the north by Dwight Way, to the south by the Berkeley/Oakland border, and to the east and west within approximately one block of Adeline Street and Shattuck Avenue. At build-out, the Project will include approximately 1,450 multi-family housing units and 65,000 square feet of retail and/or office space in addition to existing land uses.

EBMUD Water Demand Projections

Since the 1970s, water demand within EBMUD's service area has ranged from 200 to 220 million gallons per day (mgd) in non-drought years. Section 4.1 of the UWMP 2015 outlines past and current EBMUD water demand, including Figure 4-1 which shows historic water use

(including metered and unmetered demands) within EBMUD's service area along with the number of customer accounts. The 2040 water demand forecast of 312 mgd for EBMUD's service area can be reduced to 230 mgd with the successful implementation of water recycling and conservation programs, as outlined in the UWMP 2015. Current demand is lower than estimated in the MCDA as a result of the recent multi-year drought. This is because the planning level of demand may differ from the actual demand in any given year due to water use reductions that typically occur during droughts. After droughts, a rebound effect is expected wherein demand rises back to projected levels. Thus, the MCDA still reflects a reasonable expectation for growth over the long term for demand in year 2040, as the demands are expected to gradually increase back to 2040 projected demand levels as development and water use return to pre-drought and pre-recession conditions. The proposed Project's future development and operations will not change EBMUD's 2040 demand projection.

EBMUD Water Supply, Water Rights and the UWMP 2015

EBMUD has water right permits and licenses that allow for delivery of up to a maximum of 325 mgd from the Mokelumne River, subject to the availability of Mokelumne River runoff and the senior water rights of other users. EBMUD's position in the hierarchy of Mokelumne River water users is determined by a variety of agreements between Mokelumne River water right holders and the terms of the appropriative water right permits and licenses.

Conditions that could, depending on hydrology, restrict EBMUD's ability to receive its full entitlement include:

- Upstream water use by senior water right holders.
- Downstream water use by riparian and senior appropriators and other downstream obligations, including protection of public trust resources.
- Variability in precipitation and runoff.

During prolonged droughts, the Mokelumne River supply cannot meet EBMUD's projected customer demands. To address this, EBMUD has completed construction of the Freeport Regional Water Facility and the Bayside Groundwater Project Phase 1, which are discussed below in the Supplemental Water Supply and Demand Management section of this assessment. EBMUD has obtained and continues to seek supplemental supplies.

The UWMP 2015, adopted on June 28, 2016 by EBMUD's Board of Directors under Resolution No. 34092-16, is a long-range planning document used to assess current and projected water usage, water supply planning, along with conservation and recycling efforts. EBMUD's water supply sources are discussed in Section 1.5.1 of the UWMP 2015. EBMUD's main water supply is the Mokelumne River, and EBMUD has rights to receive up to 325 mgd of water from this source subject to the availability of runoff, senior water rights of other users, and downstream fishery flow requirements. EBMUD also has a Long-Term Renewal Contract (Contract No. 14-06-200-5183A-LTR1) with the United States (U.S.) Bureau of Reclamation to receive water from the Central Valley Project (CVP) through the Freeport Regional Water Facility in years when EBMUD's water supplies are relatively low (for more details, see Section 3.3.2 of the

UWMP 2015). During some dry years, EBMUD may purchase water transfers to help meet customer demands. Section 5.1 of the UWMP 2015 discusses EBMUD's water transfer program.

EBMUD maintains a biennial budget and five-year capital improvement program to optimize investments and maximize drinking water quality, and the reliability, safety, flexibility, and overall efficiency of the water supply system. EBMUD's most recently adopted budget, which includes capital expenditures for the delivery of water supplies to its customers, can be found at http://www.ebmud.com/about-us/investors/budget-and-rates/.

EBMUD complies with applicable local, state, and federal regulations in the operation of its water supply system. Figure 1-4 of the UWMP 2015 illustrates the numerous local, state, and federal agencies that may regulate EBMUD's facilities and operations.

A summary of EBMUD's demand and supply projections, in five-year increments, for a 25-year planning horizon is provided in UWMP 2015, Table 4-5, Preliminary EBMUD Baseline Supply and Demand Analysis (Table 2).

EBMUD's evaluation of water supply availability accounts for the diversions of both upstream and downstream water right holders and fishery releases on the Mokelumne River. Fishery releases are based on the requirements of a 1998 Joint Settlement Agreement (JSA) between EBMUD, U.S. Fish and Wildlife Service, and the California Department of Fish and Wildlife. The JSA requires EBMUD to make minimum flow releases from its reservoirs to the lower Mokelumne River to protect and enhance the fishery resources and ecosystem of the river. As this water is released downriver, it is, therefore, not available for use by EBMUD's customers.

Table 2
Preliminary EBMUD Baseline Supply and Demand Analysis (UWMP 2015, Table 4-5)

TABLE 4-5 **PRELIMINARY EBMUD BASELINE SUPPLY & DEMAND ANALYSIS**

SUPPLY AND DEMAND COMPARISON - NORMAL YEAR (MGD)		2015	2020	2025	2030	2035	2040
	MOKELUMNE SYSTEM	>190	>217	>218	>222	>229	>230
	DEMAND TOTALS	190	217	218	222	229	230
	DIFFERENCE	0	0	0	0	0	0
DRY YEAR RESULTS FROM EBMUDSIM (MGD)		2015	2020	2025	2030	2035	2040
SINGLE DRY YEAR OR FIRST YEAR OF MULTI-YEAR DROUGHT	MOKELUMNE SYSTEM	145	169	170	173	179	179
	CVP SUPPLIES[2]	36	35	35	35	35	35
	BAYSIDE[3]	0	0	0	0	0	0
	SUPPLY TOTALS	181	204	205	209	214	215
	PLANNING LEVEL DEMAND[1]	190	217	218	222	229	230
	RATIONING[4]	5%	6%	6%	6%	7%	7%
	DEMAND TOTALS	180	203	204	208	213	214
	NEED FOR WATER (TAF)[5]	0	0	0	0	0	0
SECOND YEAR	MOKELUMNE SYSTEM	81	103	103	107	112	113
	CVP SUPPLIES[2]	71	71	71	71	71	71
	BAYSIDE[3]	0	0	0	0	0	0
	SUPPLY TOTALS	152	174	174	178	183	184
	PLANNING LEVEL DEMAND[1]	190	217	218	222	229	230
	RATIONING[4]	20%	20%	20%	20%	20%	20%
	DEMAND TOTALS	152	174	175	178	184	185
	NEED FOR WATER (TAF)[5]	0	0	0	0	0	0
THIRD YEAR	MOKELUMNE SYSTEM	111	132	132	125	120	104
	CVP SUPPLIES[2]	40	40	40	40	40	40
	BAYSIDE[3]	1	1	1	1	1	1
	SUPPLY TOTALS	152	174	173	166	162	145
	PLANNING LEVEL DEMAND[1]	190	217	218	222	229	230
	RATIONING[4]	20%	20%	20%	20%	20%	20%
	DEMAND TOTALS	152	174	174	178	183	184
	NEED FOR WATER (TAF)[5]	0	0	2	13	24	48

1. Planning Level of Demand accounts for projected savings from water recycing and conservation programs as discussed in Chapters 6 and 7 respectively. Customer demand values are based on the Mid Cycle Demand Assessment, October 2014.
2. Projected available CVP supplies are taken according to the Drought Management Program Guidelines discussed in Chapter 3.
3. For the purposes of this modeling effort, it is assumed that the Bayside Groundwater Project would be brought online in the third year of a drought.
4. Rationing reduction goals are determined according to projected system storage levels in the Drought Management Program Guidelines discussed in Chapter 3.
5. Need for Water includes unmet customer demand as well as shortages on the Lower Mokelumne River.

The available supply and demand shown in Table 2 was derived from EBMUD's baseline hydrologic model with the following assumptions:

- Customer demand values are based on the MCDA, and planning level demands account for projected savings from water recycling and conservation programs.
- EBMUD Drought Planning Sequence assumes water years 1976, 1977 and a modified 1978 hydrology.
- Total system storage is depleted by the end of the third year of the drought.
- EBMUD will implement its Drought Management Program (DMP) when necessary.

- The diversions by Amador and Calaveras Counties upstream of Pardee Reservoir will increase over time, eventually reaching the full extent of their senior rights.
- Releases are made to meet the requirements of senior downstream water right holders and fishery releases, as required by the JSA.
- EBMUD allocation of CVP supply is available the first year of a drought and subsequent drought years, according to the U.S. Bureau of Reclamation's Municipal and Industrial Shortage Policy.
- The Bayside Groundwater Project Phase 1 is available and brought online in the third year of a drought.

The UWMP 2015 concludes that EBMUD has, and will have, adequate water supplies to serve existing and projected demand within the Ultimate Service Boundary during normal and wet years but that deficits are projected for multi-year droughts. During multi-year droughts, EBMUD may require significant customer water use reductions and may also need to acquire supplemental supplies to meet customer demand.

As discussed under the DMP Guidelines section in Chapter 3 of the UWMP 2015, EBMUD's system storage generally allows EBMUD to continue serving its customers during dry-year events. EBMUD typically imposes water use restrictions based on the projected storage available at the end of September and, based on recent changes to its DMP Guidelines (summarized below), may also implement water use restrictions in response to a State of California mandate. By imposing water use restrictions in the first dry year of potential drought periods, EBMUD attempts to minimize water use restrictions in subsequent years if a drought persists. Throughout dry periods, EBMUD must continue to meet its current and subsequent-year fishery flow release requirements and obligations to downstream agencies.

The UWMP 2015 includes DMP Guidelines that establish the level of water use restrictions EBMUD may implement under varying conditions. Under the DMP Guidelines, water use restrictions may be determined based upon either projected end-of-September Total System Storage (TSS) or water use restriction mandates from the State Water Resources Control Board. When state-mandated water use restrictions exceed the reductions that would otherwise be called for based upon end-of-September TSS, EBMUD's water use reduction requirements may be guided by the applicable state mandates. Under either scenario, while EBMUD strives to keep water use reductions at or below 15 percent, if the drought is severe, mandatory water use reductions could exceed 15 percent.

Despite water savings from EBMUD's aggressive conservation and recycling programs and water use restrictions called for in the DMP Guidelines, supplemental supplies are still needed in significant, severe, and critical droughts. The proposed Project will be subject to the same drought restrictions that apply to all EBMUD customers. In addition, the proposed Project will be subject to EBMUD's regulations aimed at encouraging efficient water use, such as Sections 29 and 31 of EBMUD's Regulations Governing Water Service. Section 29, "Water Use Restrictions," promotes efficient water use by EBMUD customers and prohibits certain uses of potable water. Section 31, "Water Efficiency Requirements," identifies the types of water efficiency requirements (i.e., maximum flow rates for flow control devices) for water service.

Supplemental Water Supply and Demand Management

The goals of meeting projected water needs and increased water reliability rely on supplemental supplies, improving reliability of existing water supply facilities, water conservation and recycled water programs.

By 2011, EBMUD completed construction of the Freeport Regional Water Facility and the Bayside Groundwater Project Phase 1 to augment its water supply during drought periods. However, additional supplemental supplies beyond those provided through these facilities will still be needed, as noted above. Chapter 5 of the UWMP 2015 describes potential supplemental water supply projects that could be implemented to meet projected long-term water demands during multi-year drought periods.

The Freeport Regional Water Facility became operational in February 2011. EBMUD's ability to take delivery of CVP water through the Freeport Regional Water Facility is based on its Long Term Renewal Contract (LTRC) with the U.S. Bureau of Reclamation. The LTRC provides for up to 133,000 acre feet of CVP supply in a single dry year, not to exceed a total of 165,000 acre feet in three consecutive dry years. Under the LTRC, the CVP supply is available to EBMUD only in dry years when EBMUD's total stored water supply is forecast to be below 500,000 total acre feet on September 30 of each year.

EBMUD is developing the Bayside Groundwater Project in phases to provide a source of supplemental supply in dry years. Construction of the first phase (Bayside Groundwater Project Phase 1) was completed in 2010, allowing EBMUD to inject treated potable water into a deep aquifer in the South East Bay Plain Groundwater Basin for later extraction, treatment, and use during severe droughts. A permit from the Department of Public Health is required before the groundwater can be extracted and treated for municipal use. As described in Chapter 4 of the UWMP 2015, EBMUD's drought planning calls for using the Bayside Groundwater Project Phase 1 during the third year of multi-year droughts to provide up to one mgd of water to meet customer demands. Additional information on the Bayside Groundwater Project can be found in Section 5.3 and Appendix E of the UWMP 2015.

Chapter 5 of the UWMP 2015 also lists other potential supplemental water projects, including northern California water transfers, Bayside Groundwater Project Expansion, Expansion of Contra Costa Water District's Los Vaqueros Reservoir, and others that could be implemented to meet the projected long-term water supplemental need during multi-year drought periods. The UWMP 2015 identifies a broad mix of projects, with inherent scalability and the ability to adjust implementation schedules for particular components which will allow EBMUD to pursue the necessary supplemental supplies, while minimizing the risks associated with future uncertainties such as project implementation challenges and global climate change. The Environmental Impact Report that EBMUD certified for the Water Supply Management Program 2040 examined the impacts of pursuing these supplemental supply projects at a program level. Separate project-level environmental documentation will be prepared, as appropriate, for specific components as they are developed in further detail and implemented in accordance with EBMUD's water supply needs.

In addition to pursuing supplemental water supply sources, EBMUD also maximizes resources through continuous improvements in the delivery and transmission of available water supplies and investments in ensuring the safety of its existing water supply facilities. These programs, along with emergency interties and planned water recycling and conservation efforts, would ensure a reliable water supply to meet projected demands for current and future EBMUD customers within the current service area.

Water Conservation and Recycled Water Considerations

The proposed Project presents opportunities to incorporate water conservation measures. Conditions of approval for the implementation of the proposed Project should require that the Project comply with the California Model Water Efficient Landscape Ordinance (Division 2, Title 23, California Code of Regulations, Chapter 2.7, Sections 490 through 495). EBMUD staff would appreciate the opportunity to meet with the City to discuss conservation measures. This meeting will explore early opportunities to expand water conservation via EBMUD's conservation programs and best management practices applicable to the Project.

Conservation strategies will be required to achieve water use reduction goals and restrictions, including compliance with Sections 29 and 31, described above, of EBMUD's Regulations Governing Water Service, and the Water Conservation Act of 2009. The Water Conservation Act of 2009 sets an overall goal of reducing per capita urban water use by 20 percent by December 31, 2020.

The Project is not currently a candidate for recycled water; however, future recycled water pipeline expansion toward the City could potentially serve a portion of the Project boundaries. Recycled water is appropriate for outdoor landscape irrigation, and EBMUD is evaluating options of recycled water for in-building, non-potable use. As EBMUD further plans its recycled water program, feasibility of providing recycled water to this corridor may change. EBMUD encourages the City and its developers to continue to coordinate closely with EBMUD during the planning of the Project to further explore the options and requirements relating to recycled water use.

The Project sponsor should contact Jennifer L. McGregor, Senior Civil Engineer, at (510) 287-1030 for further information.

Sincerely,

David J. Rehnstrom
Manager of Water Distribution Planning Division

DJR:LAM:dks
sb18_171b_Adeline Specific Plan_WSA_Letter.docx

Enclosures: 1. Letter of Request for Water Supply Assessment dated September 26, 2018
2. EBMUD Urban Water Management Plan 2015

cc: Board of Directors w/o Enclosure 2

Planning and Development Department
Land Use Planning Division

September 26, 2018

David Rehnstrom
Water Services Planning
East Bay Municipal Utility District
375 Eleventh Street
Oakland, CA 94607

Also sent via e-mail: drehnstr@ebmud.com

RE: Request for Water Supply Assessment for the Proposed Adeline Corridor Specific Plan

Dear Mr. Rehnstrom:

Pursuant to Section 15155 of the California Environmental Quality Act (CEQA) Guidelines and Section 10910-10915 of the California Water Code, the City of Berkeley requests that EBMUD prepare a Water Supply Assessment (WSA) to determine if there is adequate water supply to meet projected demand under future Implementation of the Adeline Corridor Specific Plan (Specific Plan). EBMUD received a Notice of Preparation (see attached NOP dated July 6, 2018) for the Environmental Impact Report (EIR) and submitted comments to the City (see attached) during the 30 day public comment period.

The Specific Plan is a long-range plan with a planning horizon of 2040. The Specific Plan will include goals and policies related to land use, circulation, infra structure, and design to fulfill the vision for the Plan Area. The Specific Plan would also establish uses and development standards for the Plan Area. **For the purposes of the CEQA EIR, a reasonable and conservative estimate of buildout or growth projection associated with the proposed Specific Plan through 2040 includes development of 1,450 housing units and 65,000 square feet of retail or commercial space.**[1] Because this is a plan (and not a development project), the timing, intensity and type of development within the Specific Plan area over the time horizon of the plan are less certain. Future development under the Specific Plan may likely require approval by State, federal and responsible trustee

[1] Growth project estimates assume residential upper floor use and non-residential retail/commercial ground-floor uses and new/net residential units and commercial space.

agencies, which may In turn rely on the programmatic EIR for the Specific Plan to render their decisions. For instance, future development projects in the Specific Plan area may need to request an EBMUD WSA on a case-by-case basis depending on each project's size and scale.

City Planning staff and its consultant team led by Raimi + Associates are currently in the process of preparing the public draft Specific Plan and draft EIR. The City anticipates publicly releasing these draft documents for public review in early 2019 and submitting the final Specific Plan/EIR to City Council in Spring/Summer 2019. Rincon Consulting is preparing the draft and draft final EIR documents.

While EBMUD has up to 90 days to prepare the WSA, the City would greatly appreciate if EBMUD is able to complete the WSA earlier if possible. The City understands that this WSA request is a required part of the environmental documentation for the project. The timing of this request coincides with the draft Plan and EIR preparation currently underway.

Please contact me, at ashen@cityofberkeley.info or (510) 981-7409, if you have any questions or require additional information. Thank you for your time and assistance on this matter.

Sincerely,

Alisa Shen
Principal Planner

Attachments (2)

Cc: Timothy McGowan, EBMUD
Aaron Welch, Raimi+Associates
Abe Leider, Rincon Consulting, Inc.
Karly Kaufman, Rincon Consulting, Inc.

Planning and Development Department
Land Use Planning Division

NOTICE OF PREPARATION (NOP) OF A DRAFT ENVIRONMENTAL IMPACT REPORT AND SCOPING SESSION FOR THE PROPOSED ADELINE CORRIDOR SPECIFIC PLAN

The City of Berkeley is preparing a Draft Environmental Impact Report (EIR) for the Adeline Corridor Specific Plan ("Specific Plan"), as identified below, and is requesting comments on the scope and content of the Draft EIR. The Draft EIR will address the potential physical and environmental effects of the Specific Plan for each of the environmental topics outlined in the California Environmental Quality Act (CEQA). The City has not prepared an Initial Study. Under CEQA, a Lead Agency may proceed directly with EIR preparation without an Initial Study if it is clear that an EIR will be required. The City has made such a determination for this project.

The City of Berkeley is the Lead Agency for the Specific Plan. This notice is being sent to the California State Clearinghouse, Alameda County Clerk, adjacent cities, potential responsible agencies, and other interested parties. Responsible agencies are those public agencies, besides the City of Berkeley, that also have a role in approving or carrying out the project. When the Draft EIR is published, a Notice of Availability of a Draft EIR will be sent to Responsible Agencies, other public agencies, and interested parties and individuals who have indicated that they would like to review the Draft EIR.

Responses to this NOP and any questions or comments should be directed in writing to: *Alisa Shen, Principal Planner, Planning and Development Department, 1947 Center Street, 2nd Floor, Berkeley, CA 94704; or ashen@cityofberkeley.info*. Comments on the NOP must be received **on or before August 6, 2018**. In addition, comments may be provided at the EIR Scoping Meeting (see below). Comments should focus on possible impacts on the physical environment, ways in which potential adverse effects might be minimized, and alternatives to the proposed Specific Plan.

EIR PUBLIC SCOPING MEETING: The City of Berkeley Planning Commission will conduct a public scoping session at a Special Meeting/Location on **July 18, 2018,** starting at **7:00 PM at the South Berkeley Senior Center, 2939 Ellis Street, Berkeley, California.**[1]

PROJECT TITLE: Adeline Corridor Specific Plan

[1] Visit: https://www.cityofberkeley.info/Clerk/Commissions/Commissions__Planning_Commission_Homepage.aspx for agendas and other meeting information.

PROJECT LOCATION: The Plan Area is located in the southern portion of the City of Berkeley and extends approximately 1.3 miles north from the Berkeley/Oakland border along Adeline Street and Shattuck Avenue to the intersection of Shattuck Avenue and Dwight Way. The Plan Area abuts Downtown Berkeley to the north and extends to the City of Oakland border to the south. Figure 1 shows the Plan Area boundary.

PROJECT SPONSOR: City of Berkeley

EXISTING CONDITIONS: The Plan Area encompasses approximately 86 acres of land. The Plan Area contains a wide range of commercial, civic, cultural and residential land uses as well as the Ashby BART Station, a regional transit facility, located in the central/southern portion of the Plan Area. The Plan Area is characterized by a varied street environment and approximately 38 acres (44 percent) of right-of-way (e.g. streets and sidewalks) used for multiple modes of transportation. Of the remaining area, approximately 19 acres are developed with commercial uses, 11 acres are developed with public, civic, or institutional uses, 9 acres are developed with residential uses, and the remaining area is developed with parking, warehouse or mixed uses, or is vacant. The majority of land surrounding the Plan Area is dedicated to residential uses and is characterized by well-established neighborhoods with a mix of single-family and small multi-family developments.

The Plan Area slopes in a southwesterly direction from an elevation of approximately 167 feet above sea level at the intersection of Shattuck Avenue and Dwight Way to approximately 85 feet above sea level near the Berkeley/Oakland City Limit. With an average slope of approximately 1.2 percent, the Plan Area is conducive to walking and bicycling. Approximately 11 properties in the Plan Area are present on one of the lists of hazardous waste sites enumerated under Section 95962.5 of the Government Code.

PROJECT DESCRIPTION and BACKGROUND: In 2015, the City of Berkeley began a community planning process to develop a long-range plan for the Adeline corridor. A long-range plan provides a blueprint for the future, an opportunity for the community to express its priorities, and serves as a guide for public and private investment in the area. The planning effort is funded in part by a grant from the Metropolitan Transportation Commission (MTC) and Association of Bay Area Governments (ABAG) to promote opportunities to plan for transit-oriented development around BART stations and other high-frequency transit and safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities.

Building on the feedback from series of community events, stakeholder meetings, and working sessions, the vision of the Specific Plan is to:

- Make the Adeline Corridor a "connector" that weaves together healthy, diverse, and vibrant neighborhoods;
- Champion equitable, transit-oriented development, including high-quality affordable housing for a range of income levels, and that supports a thriving business community populated by independent locally-owned business, non-profits and arts organizations;

- Provide safe, "complete streets" and other public spaces that are walkable, bikeable, green, and accessible for persons of all ages and abilities;
- Create a place where history--the experiences and contributions of people, places and institutions that have made South Berkeley what it is today—is recognized and reflected in its future; and,
- Create a place where people have equitable access and opportunity to shared prosperity and quality of life.

The Adeline Corridor Specific Plan will have a horizon year of 2040. The plan will direct changes in land uses and development and right-of-way improvements. The plan's policies and standards will only apply within the Plan Area boundary which includes the street itself, as well as parcels on either side of the street. Although the plan's geographical scope is limited, it will also consider the relationship to the larger South Berkeley neighborhood.

The components of the Specific Plan will include:

- Text and diagrams showing the distribution, location, and extent of all land uses;
- Standards and guidelines for development, including adjustments to allowable building height, density, and use; and
- Program of implementation measures including regulations, programs, public works projects and potential financing recommendations.

For more information about the Specific Plan, please visit the Plan website at: https://www.cityofberkeley.info/AdelineCorridor/

POTENTIAL ENVIRONMENTAL EFFECTS: It is anticipated that the proposed Specific Plan may result in potentially significant environmental effects to the following:

- Air Quality;
- Biological Resources;
- Cultural and Historic 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 Recreation
- Transportation;
- Tribal Cultural Resources; and
- Utilities and Service Systems.

All of the noted environmental issues will be analyzed in the Draft EIR.

The Specific Plan has no potential for impacts on the following environmental factors and as a result, these environmental factors will not be the subject of the Draft EIR: Aesthetics (per Public Resources Code section 21099(d)(1) regarding infill sites within a transit priority area), Agriculture and Forestry Resources (there are no agricultural and forest land resources in the Plan Area) and Mineral Resources (there are no mineral resources in the Plan Area).

The Draft EIR will also examine a reasonable range of alternatives to the Specific Plan, including the CEQA-mandated No Project Alternative and other potential alternatives that may be capable of reducing or avoiding potential environmental effects while generally meeting the Plan objectives. The Draft EIR will also analyze the cumulative impacts that could result with adoption and development under the Specific Plan.

Alisa Shen, Principal Planner

Date of Distribution: July 6, 2018

Attachment: Figure 1: Project Area Map (Plan Area Boundary)

Figure 1


Haste St
Dwight Way
Blake St
Parker St
Carleton St
Tim Moellering Field
Derby St
Ward St
Stuart St
Oregon St
Russell St
Ashby Ave
Malcolm X Arts and Academic Magnet School and Park
Tyler St
Prince Street Mini Park
Prince St
Woolsey St
Fairview St
Harmon St
Alcatraz Ave
63rd Street Mini Park
63rd St
62nd St
61st St
Grove Park
Ashby BART
Emerson St
Essex St
Prince St
Woolsey St
Greg Brown Mini Park
City of Berkeley
City of Oakland
Shattuck Ave
Fulton St
Adeline St
MLK Jr. Way
Milvia St
McGee St
Grant St
King St
Ellis St
Harper St
Dover St
Tremont St
Whitney St
Newbury St
Lorina St
Wheeler St
Legend
City Border
Plan Area
Project Area Map
City of Berkeley
Adeline Corridor Plan
N
0 100 200 400 Feet
Data Sources: City of Berkeley GIS

Appendix G

Energy Calculations Worksheets

Adeline Corridor Specific Plan

Alameda County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Mid Rise	1,450.00	Dwelling Unit	38.16	1,450,000.00	4147
Regional Shopping Center	65.00	1000sqft	1.49	65,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	63
Climate Zone	5			**Operational Year**	2020
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	70.13	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Assumed construction June 2019 through buildout year of 2040. Per SB 100 and PGE estimates 70.13 lbs/MHW of CO2 for electricity

Land Use - land use subtypes consistent with traffic study

Construction Phase - Arch coating changed to occur half way through building construction, schedule updated through 2040

Demolition - Remove 5,000 sf of commercial

Vehicle Trips - trip rartes per Fehr & Peers Sept 2018 traffic study, taking into account mixed use and mass by adjustment

Woodstoves - No fireplaces or woodstoves in development per BAAQMD Rule 3

Energy Use -

Construction Off-road Equipment Mitigation - Implementation of BAQQMD Basic Construction Measures

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	50.00	300.00
tblConstructionPhase	NumDays	30.00	180.00
tblConstructionPhase	NumDays	75.00	450.00
tblConstructionPhase	NumDays	740.00	4,440.00
tblConstructionPhase	NumDays	55.00	2,220.00
tblConstructionPhase	NumDays	55.00	250.00
tblFireplaces	FireplaceDayYear	11.14	0.00
tblFireplaces	FireplaceHourDay	3.50	0.00
tblFireplaces	FireplaceWoodMass	228.80	0.00
tblFireplaces	NumberGas	217.50	0.00
tblFireplaces	NumberNoFireplace	58.00	0.00
tblFireplaces	NumberWood	246.50	0.00
tblGrading	AcresOfGrading	1,125.00	187.50
tblProjectCharacteristics	CO2IntensityFactor	641.35	70.13
tblVehicleTrips	ST_TR	6.39	3.90
tblVehicleTrips	ST_TR	49.97	50.00
tblVehicleTrips	SU_TR	5.86	3.90
tblVehicleTrips	SU_TR	25.24	50.00
tblVehicleTrips	WD_TR	6.65	3.90
tblVehicleTrips	WD_TR	42.70	50.00
tblWoodstoves	NumberCatalytic	29.00	0.00
tblWoodstoves	NumberNoncatalytic	29.00	0.00
tblWoodstoves	WoodstoveDayYear	14.12	0.00
tblWoodstoves	WoodstoveWoodMass	582.40	0.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2019	0.2357	2.3661	1.4851	2.6400e-003	9.0800e-003	0.1185	0.1276	2.2900e-003	0.1103	0.1125	0.0000	236.1057	236.1057	0.0638	0.0000	237.7007
2020	0.4772	4.7898	2.8938	5.2200e-003	0.8673	0.2427	1.1101	0.4714	0.2246	0.6961	0.0000	458.0077	458.0077	0.1318	0.0000	461.3038
2021	0.5420	5.8071	3.6717	7.2500e-003	1.4232	0.2618	1.6849	0.7327	0.2408	0.9735	0.0000	637.7293	637.7293	0.2011	0.0000	642.7575
2022	0.5003	5.1936	4.0046	8.8500e-003	0.9409	0.2163	1.1572	0.4568	0.1990	0.6558	0.0000	780.2906	780.2906	0.2334	0.0000	786.1260
2023	0.6577	4.0794	5.4916	0.0193	1.3822	0.1105	1.4927	0.3681	0.1036	0.4717	0.0000	1,757.5649	1,757.5649	0.1266	0.0000	1,760.7300
2024	0.5979	3.6888	5.0772	0.0185	1.2459	0.0890	1.3350	0.3348	0.0836	0.4184	0.0000	1,690.4125	1,690.4125	0.1117	0.0000	1,693.2047
2025	0.5597	3.5127	4.8387	0.0180	1.2412	0.0774	1.3186	0.3335	0.0727	0.4062	0.0000	1,646.2327	1,646.2327	0.1090	0.0000	1,648.9573
2026	0.5407	3.4815	4.6627	0.0177	1.2412	0.0772	1.3183	0.3335	0.0725	0.4060	0.0000	1,613.1029	1,613.1029	0.1074	0.0000	1,615.7870
2027	0.5225	3.4516	4.5073	0.0173	1.2412	0.0768	1.3180	0.3335	0.0721	0.4056	0.0000	1,583.5834	1,583.5834	0.1059	0.0000	1,586.2319
2028	0.5018	3.4140	4.3539	0.0170	1.2364	0.0760	1.3125	0.3322	0.0714	0.4036	0.0000	1,551.7455	1,551.7455	0.1043	0.0000	1,554.3518
2029	0.4842	3.3986	4.2415	0.0168	1.2412	0.0759	1.3171	0.3335	0.0713	0.4048	0.0000	1,534.1057	1,534.1057	0.1036	0.0000	1,536.6947
2030	0.4578	2.7846	4.1363	0.0171	1.2412	0.0260	1.2672	0.3335	0.0255	0.3590	0.0000	1,554.1030	1,554.1030	0.0452	0.0000	1,555.2322
2031	0.9819	2.8228	4.2591	0.0177	1.3330	0.0272	1.3601	0.3579	0.0267	0.3846	0.0000	1,606.3885	1,606.3885	0.0455	0.0000	1,607.5267
2032	1.7266	2.8958	4.4872	0.0186	1.4666	0.0290	1.4955	0.3935	0.0285	0.4219	0.0000	1,692.4835	1,692.4835	0.0466	0.0000	1,693.6479

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2033	1.6962	2.8590	4.3576	0.0183	1.4554	0.0284	1.4838	0.3905	0.0279	0.4184	0.0000	1,664.3846	1,664.3846	0.0455	0.0000	1,665.5213
2034	1.6814	2.8463	4.2680	0.0182	1.4554	0.0281	1.4835	0.3905	0.0276	0.4181	0.0000	1,651.4054	1,651.4054	0.0448	0.0000	1,652.5250
2035	1.6611	2.7328	4.2012	0.0181	1.4610	0.0190	1.4800	0.3920	0.0186	0.4105	0.0000	1,646.7211	1,646.7211	0.0433	0.0000	1,647.8028
2036	1.6675	2.7433	4.2173	0.0182	1.4666	0.0191	1.4857	0.3935	0.0187	0.4121	0.0000	1,653.0303	1,653.0303	0.0434	0.0000	1,654.1162
2037	1.6611	2.7328	4.2012	0.0181	1.4610	0.0190	1.4800	0.3920	0.0186	0.4105	0.0000	1,646.7211	1,646.7211	0.0433	0.0000	1,647.8028
2038	1.6611	2.7328	4.2012	0.0181	1.4610	0.0190	1.4800	0.3920	0.0186	0.4105	0.0000	1,646.7211	1,646.7211	0.0433	0.0000	1,647.8028
2039	1.7879	3.2713	6.0337	0.0213	1.4552	0.0410	1.4962	0.3904	0.0406	0.4309	0.0000	1,916.8676	1,916.8676	0.0537	0.0000	1,918.2103
2040	0.1246	0.0340	0.1453	3.4000e-004	0.0210	9.0000e-004	0.0219	5.5800e-003	9.0000e-004	6.4800e-003	0.0000	30.1419	30.1419	7.3000e-004	0.0000	30.1601
Maximum	**1.7879**	**5.8071**	**6.0337**	**0.0213**	**1.4666**	**0.2618**	**1.6849**	**0.7327**	**0.2408**	**0.9735**	**0.0000**	**1,916.8676**	**1,916.8676**	**0.2334**	**0.0000**	**1,918.2103**

2.1 Overall Construction

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2019	0.2357	2.3661	1.4851	2.6400e-003	8.4800e-003	0.1185	0.1270	2.2000e-003	0.1103	0.1125	0.0000	236.1054	236.1054	0.0638	0.0000	237.7005
2020	0.4772	4.7898	2.8938	5.2200e-003	0.3996	0.2427	0.6423	0.2146	0.2246	0.4393	0.0000	458.0072	458.0072	0.1318	0.0000	461.3033
2021	0.5420	5.8071	3.6717	7.2500e-003	0.6514	0.2618	0.9132	0.3326	0.2408	0.5735	0.0000	637.7286	637.7286	0.2011	0.0000	642.7567

Adeline Corridor Specific Plan - Alameda County, Annual

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2022	0.5003	5.1935	4.0046	8.8500e-003	0.4556	0.2163	0.6719	0.2142	0.1990	0.4132	0.0000	780.2897	780.2897	0.2334	0.0000	786.1252
2023	0.6577	4.0794	5.4916	0.0193	1.3027	0.1105	1.4131	0.3485	0.1036	0.4521	0.0000	1,757.5645	1,757.5645	0.1266	0.0000	1,760.7296
2024	0.5979	3.6888	5.0772	0.0185	1.2459	0.0890	1.3350	0.3348	0.0836	0.4184	0.0000	1,690.4122	1,690.4122	0.1117	0.0000	1,693.2044
2025	0.5597	3.5127	4.8387	0.0180	1.2412	0.0774	1.3186	0.3335	0.0727	0.4062	0.0000	1,646.2323	1,646.2323	0.1090	0.0000	1,648.9569
2026	0.5407	3.4815	4.6627	0.0177	1.2412	0.0772	1.3183	0.3335	0.0725	0.4060	0.0000	1,613.1025	1,613.1025	0.1074	0.0000	1,615.7866
2027	0.5225	3.4516	4.5073	0.0173	1.2412	0.0768	1.3180	0.3335	0.0721	0.4056	0.0000	1,583.5831	1,583.5831	0.1059	0.0000	1,586.2315
2028	0.5018	3.4140	4.3539	0.0170	1.2364	0.0760	1.3125	0.3322	0.0714	0.4036	0.0000	1,551.7452	1,551.7452	0.1043	0.0000	1,554.3514
2029	0.4842	3.3986	4.2415	0.0168	1.2412	0.0759	1.3171	0.3335	0.0713	0.4048	0.0000	1,534.1053	1,534.1053	0.1036	0.0000	1,536.6944
2030	0.4578	2.7846	4.1363	0.0171	1.2412	0.0260	1.2672	0.3335	0.0255	0.3590	0.0000	1,554.1026	1,554.1026	0.0452	0.0000	1,555.2318
2031	0.9819	2.8228	4.2591	0.0177	1.3330	0.0272	1.3601	0.3579	0.0267	0.3846	0.0000	1,606.3881	1,606.3881	0.0455	0.0000	1,607.5263
2032	1.7266	2.8958	4.4872	0.0186	1.4666	0.0290	1.4955	0.3935	0.0285	0.4219	0.0000	1,692.4830	1,692.4830	0.0466	0.0000	1,693.6475
2033	1.6962	2.8590	4.3576	0.0183	1.4554	0.0284	1.4838	0.3905	0.0279	0.4184	0.0000	1,664.3841	1,664.3841	0.0455	0.0000	1,665.5209
2034	1.6814	2.8463	4.2680	0.0182	1.4554	0.0281	1.4835	0.3905	0.0276	0.4181	0.0000	1,651.4050	1,651.4050	0.0448	0.0000	1,652.5246
2035	1.6611	2.7328	4.2012	0.0181	1.4610	0.0190	1.4800	0.3920	0.0186	0.4105	0.0000	1,646.7206	1,646.7206	0.0433	0.0000	1,647.8024
2036	1.6675	2.7433	4.2173	0.0182	1.4666	0.0191	1.4857	0.3935	0.0187	0.4121	0.0000	1,653.0299	1,653.0299	0.0434	0.0000	1,654.1158
2037	1.6611	2.7328	4.2012	0.0181	1.4610	0.0190	1.4800	0.3920	0.0186	0.4105	0.0000	1,646.7206	1,646.7206	0.0433	0.0000	1,647.8024
2038	1.6611	2.7328	4.2012	0.0181	1.4610	0.0190	1.4800	0.3920	0.0186	0.4105	0.0000	1,646.7206	1,646.7206	0.0433	0.0000	1,647.8024
2039	1.7879	3.2713	6.0337	0.0213	1.4552	0.0410	1.4962	0.3904	0.0406	0.4309	0.0000	1,916.8669	1,916.8669	0.0537	0.0000	1,918.2095

Adeline Corridor Specific Plan - Alameda County, Annual

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2040	0.1246	0.0340	0.1453	3.4000e-004	0.0210	9.0000e-004	0.0219	5.5800e-003	9.0000e-004	6.4800e-003	0.0000	30.1419	30.1419	7.3000e-004	0.0000	30.1601
Maximum	**1.7879**	**5.8071**	**6.0337**	**0.0213**	**1.4666**	**0.2618**	**1.4962**	**0.3935**	**0.2408**	**0.5735**	**0.0000**	**1,916.8669**	**1,916.8669**	**0.2334**	**0.0000**	**1,918.2095**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**6.85**	**0.00**	**6.44**	**11.69**	**0.00**	**9.74**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	**7-1-2019**	**9-30-2019**	1.2952	1.2952
2	**10-1-2019**	**12-31-2019**	1.2956	1.2956
3	**1-1-2020**	**3-31-2020**	1.1907	1.1907
4	**4-1-2020**	**6-30-2020**	1.1903	1.1903
5	**7-1-2020**	**9-30-2020**	1.3126	1.3126
6	**10-1-2020**	**12-31-2020**	1.5316	1.5316
7	**1-1-2021**	**3-31-2021**	1.4302	1.4302
8	**4-1-2021**	**6-30-2021**	1.5449	1.5449
9	**7-1-2021**	**9-30-2021**	1.6658	1.6658
10	**10-1-2021**	**12-31-2021**	1.6662	1.6662
11	**1-1-2022**	**3-31-2022**	1.3686	1.3686
12	**4-1-2022**	**6-30-2022**	1.3834	1.3834
13	**7-1-2022**	**9-30-2022**	1.3986	1.3986
14	**10-1-2022**	**12-31-2022**	1.5581	1.5581
15	**1-1-2023**	**3-31-2023**	1.3872	1.3872
16	**4-1-2023**	**6-30-2023**	1.1079	1.1079

17	**7-1-2023**	**9-30-2023**	1.1201	1.1201
18	**10-1-2023**	**12-31-2023**	1.1410	1.1410
19	**1-1-2024**	**3-31-2024**	1.0778	1.0778
20	**4-1-2024**	**6-30-2024**	1.0586	1.0586
21	**7-1-2024**	**9-30-2024**	1.0702	1.0702
22	**10-1-2024**	**12-31-2024**	1.0897	1.0897
23	**1-1-2025**	**3-31-2025**	1.0163	1.0163
24	**4-1-2025**	**6-30-2025**	1.0096	1.0096
25	**7-1-2025**	**9-30-2025**	1.0207	1.0207
26	**10-1-2025**	**12-31-2025**	1.0389	1.0389
27	**1-1-2026**	**3-31-2026**	1.0032	1.0032
28	**4-1-2026**	**6-30-2026**	0.9974	0.9974
29	**7-1-2026**	**9-30-2026**	1.0083	1.0083
30	**10-1-2026**	**12-31-2026**	1.0255	1.0255
31	**1-1-2027**	**3-31-2027**	0.9906	0.9906
32	**4-1-2027**	**6-30-2027**	0.9857	0.9857
33	**7-1-2027**	**9-30-2027**	0.9965	0.9965
34	**10-1-2027**	**12-31-2027**	1.0126	1.0126
35	**1-1-2028**	**3-31-2028**	0.9901	0.9901
36	**4-1-2028**	**6-30-2028**	0.9751	0.9751
37	**7-1-2028**	**9-30-2028**	0.9858	0.9858
38	**10-1-2028**	**12-31-2028**	1.0010	1.0010
39	**1-1-2029**	**3-31-2029**	0.9666	0.9666
40	**4-1-2029**	**6-30-2029**	0.9633	0.9633
41	**7-1-2029**	**9-30-2029**	0.9739	0.9739
42	**10-1-2029**	**12-31-2029**	0.9881	0.9881
43	**1-1-2030**	**3-31-2030**	0.8082	0.8082

44	**4-1-2030**	**6-30-2030**	0.8039	0.8039
45	**7-1-2030**	**9-30-2030**	0.8128	0.8128
46	**10-1-2030**	**12-31-2030**	0.8261	0.8261
47	**1-1-2031**	**3-31-2031**	0.7979	0.7979
48	**4-1-2031**	**6-30-2031**	0.7944	0.7944
49	**7-1-2031**	**9-30-2031**	1.0433	1.0433
50	**10-1-2031**	**12-31-2031**	1.1799	1.1799
51	**1-1-2032**	**3-31-2032**	1.1569	1.1569
52	**4-1-2032**	**6-30-2032**	1.1432	1.1432
53	**7-1-2032**	**9-30-2032**	1.1558	1.1558
54	**10-1-2032**	**12-31-2032**	1.1696	1.1696
55	**1-1-2033**	**3-31-2033**	1.1356	1.1356
56	**4-1-2033**	**6-30-2033**	1.1353	1.1353
57	**7-1-2033**	**9-30-2033**	1.1478	1.1478
58	**10-1-2033**	**12-31-2033**	1.1608	1.1608
59	**1-1-2034**	**3-31-2034**	1.1282	1.1282
60	**4-1-2034**	**6-30-2034**	1.1284	1.1284
61	**7-1-2034**	**9-30-2034**	1.1408	1.1408
62	**10-1-2034**	**12-31-2034**	1.1533	1.1533
63	**1-1-2035**	**3-31-2035**	1.0905	1.0905
64	**4-1-2035**	**6-30-2035**	1.0907	1.0907
65	**7-1-2035**	**9-30-2035**	1.1027	1.1027
66	**10-1-2035**	**12-31-2035**	1.1147	1.1147
67	**1-1-2036**	**3-31-2036**	1.1026	1.1026
68	**4-1-2036**	**6-30-2036**	1.0907	1.0907
69	**7-1-2036**	**9-30-2036**	1.1027	1.1027
70	**10-1-2036**	**12-31-2036**	1.1147	1.1147

71	**1-1-2037**	**3-31-2037**	1.0905	1.0905
72	**4-1-2037**	**6-30-2037**	1.0907	1.0907
73	**7-1-2037**	**9-30-2037**	1.1027	1.1027
74	**10-1-2037**	**12-31-2037**	1.1147	1.1147
75	**1-1-2038**	**3-31-2038**	1.0905	1.0905
76	**4-1-2038**	**6-30-2038**	1.0907	1.0907
77	**7-1-2038**	**9-30-2038**	1.1027	1.1027
78	**10-1-2038**	**12-31-2038**	1.1147	1.1147
79	**1-1-2039**	**3-31-2039**	1.2136	1.2136
80	**4-1-2039**	**6-30-2039**	1.2872	1.2872
81	**7-1-2039**	**9-30-2039**	1.3013	1.3013
82	**10-1-2039**	**12-31-2039**	1.2805	1.2805
83	**1-1-2040**	**3-31-2040**	0.1564	0.1564
		Highest	1.6662	1.6662

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	7.3004	0.1249	10.8028	5.7000e-004		0.0594	0.0594		0.0594	0.0594	0.0000	17.5879	17.5879	0.0172	0.0000	18.0167
Energy	0.0699	0.5980	0.2605	3.8100e-003		0.0483	0.0483		0.0483	0.0483	0.0000	907.9039	907.9039	0.1027	0.0312	919.7678
Mobile	2.7222	17.2624	28.9361	0.0960	7.0164	0.1163	7.1327	1.8862	0.1097	1.9959	0.0000	8,837.2191	8,837.2191	0.4181	0.0000	8,847.6710
Waste						0.0000	0.0000		0.0000	0.0000	149.2491	0.0000	149.2491	8.8204	0.0000	369.7583
Water						0.0000	0.0000		0.0000	0.0000	31.4995	24.0498	55.5493	3.2453	0.0785	160.0586
Total	**10.0925**	**17.9853**	**39.9995**	**0.1004**	**7.0164**	**0.2240**	**7.2404**	**1.8862**	**0.2174**	**2.1036**	**180.7486**	**9,786.7607**	**9,967.5093**	**12.6036**	**0.1096**	**10,315.2724**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	7.3004	0.1249	10.8028	5.7000e-004		0.0594	0.0594		0.0594	0.0594	0.0000	17.5879	17.5879	0.0172	0.0000	18.0167
Energy	0.0699	0.5980	0.2605	3.8100e-003		0.0483	0.0483		0.0483	0.0483	0.0000	907.9039	907.9039	0.1027	0.0312	919.7678
Mobile	2.7222	17.2624	28.9361	0.0960	7.0164	0.1163	7.1327	1.8862	0.1097	1.9959	0.0000	8,837.2191	8,837.2191	0.4181	0.0000	8,847.6710
Waste						0.0000	0.0000		0.0000	0.0000	149.2491	0.0000	149.2491	8.8204	0.0000	369.7583
Water						0.0000	0.0000		0.0000	0.0000	31.4995	24.0498	55.5493	3.2453	0.0785	160.0586
Total	**10.0925**	**17.9853**	**39.9995**	**0.1004**	**7.0164**	**0.2240**	**7.2404**	**1.8862**	**0.2174**	**2.1036**	**180.7486**	**9,786.7607**	**9,967.5093**	**12.6036**	**0.1096**	**10,315.2724**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	7/1/2019	8/21/2020	5	300	
2	Site Preparation	Site Preparation	8/24/2020	4/30/2021	5	180	
3	Grading	Grading	5/3/2021	1/20/2023	5	450	
4	Building Construction	Building Construction	12/21/2022	12/27/2039	5	4440	
5	Architectural Coating	Architectural Coating	8/1/2031	2/2/2040	5	2220	
6	Paving	Paving	2/3/2039	1/18/2040	5	250	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 187.5

Acres of Paving: 0

Residential Indoor: 2,936,250; Residential Outdoor: 978,750; Non-Residential Indoor: 97,500; Non-Residential Outdoor: 32,500; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Adeline Corridor Specific Plan - Alameda County, Annual

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	23.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	1,065.00	166.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	213.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Demolition - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.0800e-003	0.0000	1.0800e-003	1.6000e-004	0.0000	1.6000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.2319	2.3617	1.4560	2.5600e-003		0.1185	0.1185		0.1102	0.1102	0.0000	228.5338	228.5338	0.0636	0.0000	230.1232
Total	**0.2319**	**2.3617**	**1.4560**	**2.5600e-003**	**1.0800e-003**	**0.1185**	**0.1195**	**1.6000e-004**	**0.1102**	**0.1104**	**0.0000**	**228.5338**	**228.5338**	**0.0636**	**0.0000**	**230.1232**

3.2 Demolition - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	5.0000e-005	1.5700e-003	2.7000e-004	0.0000	1.7000e-004	1.0000e-005	1.7000e-004	4.0000e-005	1.0000e-005	5.0000e-005	0.0000	0.3916	0.3916	2.0000e-005	0.0000	0.3921
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.7500e-003	2.8600e-003	0.0289	8.0000e-005	7.8300e-003	6.0000e-005	7.8800e-003	2.0800e-003	5.0000e-005	2.1300e-003	0.0000	7.1804	7.1804	2.0000e-004	0.0000	7.1855
Total	**3.8000e-003**	**4.4300e-003**	**0.0291**	**8.0000e-005**	**8.0000e-003**	**7.0000e-005**	**8.0500e-003**	**2.1200e-003**	**6.0000e-005**	**2.1800e-003**	**0.0000**	**7.5719**	**7.5719**	**2.2000e-004**	**0.0000**	**7.5776**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					4.9000e-004	0.0000	4.9000e-004	7.0000e-005	0.0000	7.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.2319	2.3617	1.4560	2.5600e-003		0.1185	0.1185		0.1102	0.1102	0.0000	228.5335	228.5335	0.0636	0.0000	230.1229
Total	**0.2319**	**2.3617**	**1.4560**	**2.5600e-003**	**4.9000e-004**	**0.1185**	**0.1190**	**7.0000e-005**	**0.1102**	**0.1103**	**0.0000**	**228.5335**	**228.5335**	**0.0636**	**0.0000**	**230.1229**

3.2 Demolition - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	5.0000e-005	1.5700e-003	2.7000e-004	0.0000	1.7000e-004	1.0000e-005	1.7000e-004	4.0000e-005	1.0000e-005	5.0000e-005	0.0000	0.3916	0.3916	2.0000e-005	0.0000	0.3921
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.7500e-003	2.8600e-003	0.0289	8.0000e-005	7.8300e-003	6.0000e-005	7.8800e-003	2.0800e-003	5.0000e-005	2.1300e-003	0.0000	7.1804	7.1804	2.0000e-004	0.0000	7.1855
Total	**3.8000e-003**	**4.4300e-003**	**0.0291**	**8.0000e-005**	**8.0000e-003**	**7.0000e-005**	**8.0500e-003**	**2.1200e-003**	**6.0000e-005**	**2.1800e-003**	**0.0000**	**7.5719**	**7.5719**	**2.2000e-004**	**0.0000**	**7.5776**

3.2 Demolition - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.3800e-003	0.0000	1.3800e-003	2.1000e-004	0.0000	2.1000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.2782	2.7889	1.8273	3.2600e-003		0.1393	0.1393		0.1295	0.1295	0.0000	285.5883	285.5883	0.0806	0.0000	287.6038
Total	**0.2782**	**2.7889**	**1.8273**	**3.2600e-003**	**1.3800e-003**	**0.1393**	**0.1407**	**2.1000e-004**	**0.1295**	**0.1297**	**0.0000**	**285.5883**	**285.5883**	**0.0806**	**0.0000**	**287.6038**

3.2 Demolition - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	5.0000e-005	1.8800e-003	3.3000e-004	1.0000e-005	1.7000e-004	1.0000e-005	1.8000e-004	5.0000e-005	1.0000e-005	5.0000e-005	0.0000	0.4931	0.4931	2.0000e-005	0.0000	0.4937
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.3600e-003	3.2200e-003	0.0330	1.0000e-004	9.9600e-003	7.0000e-005	0.0100	2.6500e-003	6.0000e-005	2.7100e-003	0.0000	8.8560	8.8560	2.3000e-004	0.0000	8.8617
Total	**4.4100e-003**	**5.1000e-003**	**0.0333**	**1.1000e-004**	**0.0101**	**8.0000e-005**	**0.0102**	**2.7000e-003**	**7.0000e-005**	**2.7600e-003**	**0.0000**	**9.3490**	**9.3490**	**2.5000e-004**	**0.0000**	**9.3554**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					6.2000e-004	0.0000	6.2000e-004	9.0000e-005	0.0000	9.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.2782	2.7889	1.8273	3.2600e-003		0.1393	0.1393		0.1295	0.1295	0.0000	285.5880	285.5880	0.0806	0.0000	287.6034
Total	**0.2782**	**2.7889**	**1.8273**	**3.2600e-003**	**6.2000e-004**	**0.1393**	**0.1400**	**9.0000e-005**	**0.1295**	**0.1296**	**0.0000**	**285.5880**	**285.5880**	**0.0806**	**0.0000**	**287.6034**

3.2 Demolition - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	5.0000e-005	1.8800e-003	3.3000e-004	1.0000e-005	1.7000e-004	1.0000e-005	1.8000e-004	5.0000e-005	1.0000e-005	5.0000e-005	0.0000	0.4931	0.4931	2.0000e-005	0.0000	0.4937
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.3600e-003	3.2200e-003	0.0330	1.0000e-004	9.9600e-003	7.0000e-005	0.0100	2.6500e-003	6.0000e-005	2.7100e-003	0.0000	8.8560	8.8560	2.3000e-004	0.0000	8.8617
Total	**4.4100e-003**	**5.1000e-003**	**0.0333**	**1.1000e-004**	**0.0101**	**8.0000e-005**	**0.0102**	**2.7000e-003**	**7.0000e-005**	**2.7600e-003**	**0.0000**	**9.3490**	**9.3490**	**2.5000e-004**	**0.0000**	**9.3554**

3.3 Site Preparation - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.8491	0.0000	0.8491	0.4667	0.0000	0.4667	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1916	1.9936	1.0111	1.7900e-003		0.1033	0.1033		0.0950	0.0950	0.0000	157.1242	157.1242	0.0508	0.0000	158.3946
Total	**0.1916**	**1.9936**	**1.0111**	**1.7900e-003**	**0.8491**	**0.1033**	**0.9524**	**0.4667**	**0.0950**	**0.5618**	**0.0000**	**157.1242**	**157.1242**	**0.0508**	**0.0000**	**158.3946**

3.3 Site Preparation - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.9300e-003	2.1600e-003	0.0221	7.0000e-005	6.6900e-003	5.0000e-005	6.7400e-003	1.7800e-003	4.0000e-005	1.8200e-003	0.0000	5.9462	5.9462	1.5000e-004	0.0000	5.9500
Total	**2.9300e-003**	**2.1600e-003**	**0.0221**	**7.0000e-005**	**6.6900e-003**	**5.0000e-005**	**6.7400e-003**	**1.7800e-003**	**4.0000e-005**	**1.8200e-003**	**0.0000**	**5.9462**	**5.9462**	**1.5000e-004**	**0.0000**	**5.9500**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.3821	0.0000	0.3821	0.2100	0.0000	0.2100	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1916	1.9936	1.0111	1.7900e-003		0.1033	0.1033		0.0950	0.0950	0.0000	157.1240	157.1240	0.0508	0.0000	158.3944
Total	**0.1916**	**1.9936**	**1.0111**	**1.7900e-003**	**0.3821**	**0.1033**	**0.4854**	**0.2100**	**0.0950**	**0.3051**	**0.0000**	**157.1240**	**157.1240**	**0.0508**	**0.0000**	**158.3944**

3.3 Site Preparation - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.9300e-003	2.1600e-003	0.0221	7.0000e-005	6.6900e-003	5.0000e-005	6.7400e-003	1.7800e-003	4.0000e-005	1.8200e-003	0.0000	5.9462	5.9462	1.5000e-004	0.0000	5.9500
Total	**2.9300e-003**	**2.1600e-003**	**0.0221**	**7.0000e-005**	**6.6900e-003**	**5.0000e-005**	**6.7400e-003**	**1.7800e-003**	**4.0000e-005**	**1.8200e-003**	**0.0000**	**5.9462**	**5.9462**	**1.5000e-004**	**0.0000**	**5.9500**

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.7769	0.0000	0.7769	0.4270	0.0000	0.4270	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1672	1.7414	0.9096	1.6300e-003		0.0879	0.0879		0.0809	0.0809	0.0000	143.7736	143.7736	0.0465	0.0000	144.9361
Total	**0.1672**	**1.7414**	**0.9096**	**1.6300e-003**	**0.7769**	**0.0879**	**0.8648**	**0.4270**	**0.0809**	**0.5079**	**0.0000**	**143.7736**	**143.7736**	**0.0465**	**0.0000**	**144.9361**

3.3 Site Preparation - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.4700e-003	1.7600e-003	0.0185	6.0000e-005	6.1200e-003	4.0000e-005	6.1600e-003	1.6300e-003	4.0000e-005	1.6700e-003	0.0000	5.2514	5.2514	1.3000e-004	0.0000	5.2545
Total	**2.4700e-003**	**1.7600e-003**	**0.0185**	**6.0000e-005**	**6.1200e-003**	**4.0000e-005**	**6.1600e-003**	**1.6300e-003**	**4.0000e-005**	**1.6700e-003**	**0.0000**	**5.2514**	**5.2514**	**1.3000e-004**	**0.0000**	**5.2545**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.3496	0.0000	0.3496	0.1922	0.0000	0.1922	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1672	1.7414	0.9096	1.6300e-003		0.0879	0.0879		0.0809	0.0809	0.0000	143.7734	143.7734	0.0465	0.0000	144.9359
Total	**0.1672**	**1.7414**	**0.9096**	**1.6300e-003**	**0.3496**	**0.0879**	**0.4375**	**0.1922**	**0.0809**	**0.2730**	**0.0000**	**143.7734**	**143.7734**	**0.0465**	**0.0000**	**144.9359**

3.3 Site Preparation - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.4700e-003	1.7600e-003	0.0185	6.0000e-005	6.1200e-003	4.0000e-005	6.1600e-003	1.6300e-003	4.0000e-005	1.6700e-003	0.0000	5.2514	5.2514	1.3000e-004	0.0000	5.2545
Total	**2.4700e-003**	**1.7600e-003**	**0.0185**	**6.0000e-005**	**6.1200e-003**	**4.0000e-005**	**6.1600e-003**	**1.6300e-003**	**4.0000e-005**	**1.6700e-003**	**0.0000**	**5.2514**	**5.2514**	**1.3000e-004**	**0.0000**	**5.2545**

3.4 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.6264	0.0000	0.6264	0.3004	0.0000	0.3004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.3667	4.0600	2.7019	5.4300e-003		0.1737	0.1737		0.1598	0.1598	0.0000	476.8311	476.8311	0.1542	0.0000	480.6865
Total	**0.3667**	**4.0600**	**2.7019**	**5.4300e-003**	**0.6264**	**0.1737**	**0.8001**	**0.3004**	**0.1598**	**0.4602**	**0.0000**	**476.8311**	**476.8311**	**0.1542**	**0.0000**	**480.6865**

3.4 Grading - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.5900e-003	3.9800e-003	0.0417	1.3000e-004	0.0138	9.0000e-005	0.0139	3.6800e-003	9.0000e-005	3.7700e-003	0.0000	11.8733	11.8733	2.8000e-004	0.0000	11.8804
Total	**5.5900e-003**	**3.9800e-003**	**0.0417**	**1.3000e-004**	**0.0138**	**9.0000e-005**	**0.0139**	**3.6800e-003**	**9.0000e-005**	**3.7700e-003**	**0.0000**	**11.8733**	**11.8733**	**2.8000e-004**	**0.0000**	**11.8804**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.2819	0.0000	0.2819	0.1352	0.0000	0.1352	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.3667	4.0600	2.7019	5.4300e-003		0.1737	0.1737		0.1598	0.1598	0.0000	476.8305	476.8305	0.1542	0.0000	480.6859
Total	**0.3667**	**4.0600**	**2.7019**	**5.4300e-003**	**0.2819**	**0.1737**	**0.4556**	**0.1352**	**0.1598**	**0.2950**	**0.0000**	**476.8305**	**476.8305**	**0.1542**	**0.0000**	**480.6859**

3.4 Grading - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.5900e-003	3.9800e-003	0.0417	1.3000e-004	0.0138	9.0000e-005	0.0139	3.6800e-003	9.0000e-005	3.7700e-003	0.0000	11.8733	11.8733	2.8000e-004	0.0000	11.8804
Total	**5.5900e-003**	**3.9800e-003**	**0.0417**	**1.3000e-004**	**0.0138**	**9.0000e-005**	**0.0139**	**3.6800e-003**	**9.0000e-005**	**3.7700e-003**	**0.0000**	**11.8733**	**11.8733**	**2.8000e-004**	**0.0000**	**11.8804**

3.4 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.8823	0.0000	0.8823	0.4411	0.0000	0.4411	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.4712	5.0497	3.7754	8.0700e-003		0.2125	0.2125		0.1955	0.1955	0.0000	708.9498	708.9498	0.2293	0.0000	714.6820
Total	**0.4712**	**5.0497**	**3.7754**	**8.0700e-003**	**0.8823**	**0.2125**	**1.0948**	**0.4411**	**0.1955**	**0.6366**	**0.0000**	**708.9498**	**708.9498**	**0.2293**	**0.0000**	**714.6820**

3.4 Grading - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.7100e-003	5.3000e-003	0.0567	1.9000e-004	0.0206	1.3000e-004	0.0207	5.4700e-003	1.2000e-004	5.5900e-003	0.0000	16.9974	16.9974	3.8000e-004	0.0000	17.0069
Total	**7.7100e-003**	**5.3000e-003**	**0.0567**	**1.9000e-004**	**0.0206**	**1.3000e-004**	**0.0207**	**5.4700e-003**	**1.2000e-004**	**5.5900e-003**	**0.0000**	**16.9974**	**16.9974**	**3.8000e-004**	**0.0000**	**17.0069**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.3970	0.0000	0.3970	0.1985	0.0000	0.1985	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.4712	5.0497	3.7754	8.0700e-003		0.2125	0.2125		0.1955	0.1955	0.0000	708.9490	708.9490	0.2293	0.0000	714.6812
Total	**0.4712**	**5.0497**	**3.7754**	**8.0700e-003**	**0.3970**	**0.2125**	**0.6096**	**0.1985**	**0.1955**	**0.3940**	**0.0000**	**708.9490**	**708.9490**	**0.2293**	**0.0000**	**714.6812**

3.4 Grading - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.7100e-003	5.3000e-003	0.0567	1.9000e-004	0.0206	1.3000e-004	0.0207	5.4700e-003	1.2000e-004	5.5900e-003	0.0000	16.9974	16.9974	3.8000e-004	0.0000	17.0069
Total	**7.7100e-003**	**5.3000e-003**	**0.0567**	**1.9000e-004**	**0.0206**	**1.3000e-004**	**0.0207**	**5.4700e-003**	**1.2000e-004**	**5.5900e-003**	**0.0000**	**16.9974**	**16.9974**	**3.8000e-004**	**0.0000**	**17.0069**

3.4 Grading - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1446	0.0000	0.1446	0.0356	0.0000	0.0356	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0249	0.2589	0.2104	4.7000e-004		0.0107	0.0107		9.8300e-003	9.8300e-003	0.0000	40.9014	40.9014	0.0132	0.0000	41.2321
Total	**0.0249**	**0.2589**	**0.2104**	**4.7000e-004**	**0.1446**	**0.0107**	**0.1553**	**0.0356**	**9.8300e-003**	**0.0454**	**0.0000**	**40.9014**	**40.9014**	**0.0132**	**0.0000**	**41.2321**

3.4 Grading - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.1000e-004	2.7000e-004	3.0000e-003	1.0000e-005	1.1900e-003	1.0000e-005	1.1900e-003	3.2000e-004	1.0000e-005	3.2000e-004	0.0000	0.9431	0.9431	2.0000e-005	0.0000	0.9436
Total	**4.1000e-004**	**2.7000e-004**	**3.0000e-003**	**1.0000e-005**	**1.1900e-003**	**1.0000e-005**	**1.1900e-003**	**3.2000e-004**	**1.0000e-005**	**3.2000e-004**	**0.0000**	**0.9431**	**0.9431**	**2.0000e-005**	**0.0000**	**0.9436**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0651	0.0000	0.0651	0.0160	0.0000	0.0160	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0249	0.2589	0.2104	4.7000e-004		0.0107	0.0107		9.8300e-003	9.8300e-003	0.0000	40.9014	40.9014	0.0132	0.0000	41.2321
Total	**0.0249**	**0.2589**	**0.2104**	**4.7000e-004**	**0.0651**	**0.0107**	**0.0757**	**0.0160**	**9.8300e-003**	**0.0258**	**0.0000**	**40.9014**	**40.9014**	**0.0132**	**0.0000**	**41.2321**

3.4 Grading - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.1000e-004	2.7000e-004	3.0000e-003	1.0000e-005	1.1900e-003	1.0000e-005	1.1900e-003	3.2000e-004	1.0000e-005	3.2000e-004	0.0000	0.9431	0.9431	2.0000e-005	0.0000	0.9436
Total	**4.1000e-004**	**2.7000e-004**	**3.0000e-003**	**1.0000e-005**	**1.1900e-003**	**1.0000e-005**	**1.1900e-003**	**3.2000e-004**	**1.0000e-005**	**3.2000e-004**	**0.0000**	**0.9431**	**0.9431**	**2.0000e-005**	**0.0000**	**0.9436**

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	6.8200e-003	0.0625	0.0655	1.1000e-004		3.2400e-003	3.2400e-003		3.0400e-003	3.0400e-003	0.0000	9.2690	9.2690	2.2200e-003	0.0000	9.3245
Total	**6.8200e-003**	**0.0625**	**0.0655**	**1.1000e-004**		**3.2400e-003**	**3.2400e-003**		**3.0400e-003**	**3.0400e-003**	**0.0000**	**9.2690**	**9.2690**	**2.2200e-003**	**0.0000**	**9.3245**

3.5 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.9200e-003	0.0675	0.0141	1.8000e-004	4.3600e-003	1.3000e-004	4.4900e-003	1.2600e-003	1.2000e-004	1.3800e-003	0.0000	17.2248	17.2248	9.1000e-004	0.0000	17.2476
Worker	0.0126	8.6800e-003	0.0930	3.1000e-004	0.0337	2.2000e-004	0.0339	8.9600e-003	2.0000e-004	9.1600e-003	0.0000	27.8496	27.8496	6.2000e-004	0.0000	27.8651
Total	**0.0146**	**0.0761**	**0.1070**	**4.9000e-004**	**0.0380**	**3.5000e-004**	**0.0384**	**0.0102**	**3.2000e-004**	**0.0105**	**0.0000**	**45.0744**	**45.0744**	**1.5300e-003**	**0.0000**	**45.1126**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	6.8200e-003	0.0625	0.0655	1.1000e-004		3.2400e-003	3.2400e-003		3.0400e-003	3.0400e-003	0.0000	9.2690	9.2690	2.2200e-003	0.0000	9.3245
Total	**6.8200e-003**	**0.0625**	**0.0655**	**1.1000e-004**		**3.2400e-003**	**3.2400e-003**		**3.0400e-003**	**3.0400e-003**	**0.0000**	**9.2690**	**9.2690**	**2.2200e-003**	**0.0000**	**9.3245**

3.5 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.9200e-003	0.0675	0.0141	1.8000e-004	4.3600e-003	1.3000e-004	4.4900e-003	1.2600e-003	1.2000e-004	1.3800e-003	0.0000	17.2248	17.2248	9.1000e-004	0.0000	17.2476
Worker	0.0126	8.6800e-003	0.0930	3.1000e-004	0.0337	2.2000e-004	0.0339	8.9600e-003	2.0000e-004	9.1600e-003	0.0000	27.8496	27.8496	6.2000e-004	0.0000	27.8651
Total	**0.0146**	**0.0761**	**0.1070**	**4.9000e-004**	**0.0380**	**3.5000e-004**	**0.0384**	**0.0102**	**3.2000e-004**	**0.0105**	**0.0000**	**45.0744**	**45.0744**	**1.5300e-003**	**0.0000**	**45.1126**

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2045	1.8700	2.1117	3.5000e-003		0.0910	0.0910		0.0856	0.0856	0.0000	301.3462	301.3462	0.0717	0.0000	303.1383
Total	**0.2045**	**1.8700**	**2.1117**	**3.5000e-003**		**0.0910**	**0.0910**		**0.0856**	**0.0856**	**0.0000**	**301.3462**	**301.3462**	**0.0717**	**0.0000**	**303.1383**

3.5 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0458	1.6972	0.4003	5.6700e-003	0.1417	1.8000e-003	0.1435	0.0410	1.7200e-003	0.0427	0.0000	543.8784	543.8784	0.0237	0.0000	544.4709
Worker	0.3822	0.2530	2.7662	9.6200e-003	1.0947	7.0000e-003	1.1017	0.2912	6.4500e-003	0.2977	0.0000	870.4958	870.4958	0.0180	0.0000	870.9452
Total	**0.4279**	**1.9502**	**3.1665**	**0.0153**	**1.2364**	**8.8000e-003**	**1.2452**	**0.3322**	**8.1700e-003**	**0.3404**	**0.0000**	**1,414.3742**	**1,414.3742**	**0.0417**	**0.0000**	**1,415.4160**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2045	1.8700	2.1117	3.5000e-003		0.0910	0.0910		0.0856	0.0856	0.0000	301.3458	301.3458	0.0717	0.0000	303.1380
Total	**0.2045**	**1.8700**	**2.1117**	**3.5000e-003**		**0.0910**	**0.0910**		**0.0856**	**0.0856**	**0.0000**	**301.3458**	**301.3458**	**0.0717**	**0.0000**	**303.1380**

3.5 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0458	1.6972	0.4003	5.6700e-003	0.1417	1.8000e-003	0.1435	0.0410	1.7200e-003	0.0427	0.0000	543.8784	543.8784	0.0237	0.0000	544.4709
Worker	0.3822	0.2530	2.7662	9.6200e-003	1.0947	7.0000e-003	1.1017	0.2912	6.4500e-003	0.2977	0.0000	870.4958	870.4958	0.0180	0.0000	870.9452
Total	**0.4279**	**1.9502**	**3.1665**	**0.0153**	**1.2364**	**8.8000e-003**	**1.2452**	**0.3322**	**8.1700e-003**	**0.3404**	**0.0000**	**1,414.3742**	**1,414.3742**	**0.0417**	**0.0000**	**1,415.4160**

3.5 Building Construction - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1928	1.7611	2.1179	3.5300e-003		0.0803	0.0803		0.0756	0.0756	0.0000	303.7223	303.7223	0.0718	0.0000	305.5179
Total	**0.1928**	**1.7611**	**2.1179**	**3.5300e-003**		**0.0803**	**0.0803**		**0.0756**	**0.0756**	**0.0000**	**303.7223**	**303.7223**	**0.0718**	**0.0000**	**305.5179**

3.5 Building Construction - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0448	1.6978	0.3863	5.6800e-003	0.1428	1.7900e-003	0.1446	0.0413	1.7100e-003	0.0430	0.0000	544.2664	544.2664	0.0236	0.0000	544.8560
Worker	0.3603	0.2298	2.5730	9.3100e-003	1.1031	6.9100e-003	1.1100	0.2934	6.3600e-003	0.2998	0.0000	842.4238	842.4238	0.0163	0.0000	842.8309
Total	**0.4051**	**1.9276**	**2.9593**	**0.0150**	**1.2459**	**8.7000e-003**	**1.2546**	**0.3348**	**8.0700e-003**	**0.3428**	**0.0000**	**1,386.6902**	**1,386.6902**	**0.0399**	**0.0000**	**1,387.6869**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1928	1.7611	2.1179	3.5300e-003		0.0803	0.0803		0.0756	0.0756	0.0000	303.7220	303.7220	0.0718	0.0000	305.5175
Total	**0.1928**	**1.7611**	**2.1179**	**3.5300e-003**		**0.0803**	**0.0803**		**0.0756**	**0.0756**	**0.0000**	**303.7220**	**303.7220**	**0.0718**	**0.0000**	**305.5175**

3.5 Building Construction - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0448	1.6978	0.3863	5.6800e-003	0.1428	1.7900e-003	0.1446	0.0413	1.7100e-003	0.0430	0.0000	544.2664	544.2664	0.0236	0.0000	544.8560
Worker	0.3603	0.2298	2.5730	9.3100e-003	1.1031	6.9100e-003	1.1100	0.2934	6.3600e-003	0.2998	0.0000	842.4238	842.4238	0.0163	0.0000	842.8309
Total	**0.4051**	**1.9276**	**2.9593**	**0.0150**	**1.2459**	**8.7000e-003**	**1.2546**	**0.3348**	**8.0700e-003**	**0.3428**	**0.0000**	**1,386.6902**	**1,386.6902**	**0.0399**	**0.0000**	**1,387.6869**

3.5 Building Construction - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1785	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6549	302.6549	0.0711	0.0000	304.4335
Total	**0.1785**	**1.6273**	**2.0991**	**3.5200e-003**		**0.0689**	**0.0689**		**0.0648**	**0.0648**	**0.0000**	**302.6549**	**302.6549**	**0.0711**	**0.0000**	**304.4335**

3.5 Building Construction - 2025

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0434	1.6777	0.3711	5.6100e-003	0.1423	1.7600e-003	0.1440	0.0412	1.6800e-003	0.0428	0.0000	538.6309	538.6309	0.0232	0.0000	539.2099
Worker	0.3379	0.2077	2.3685	8.8900e-003	1.0989	6.7800e-003	1.1057	0.2923	6.2400e-003	0.2986	0.0000	804.9469	804.9469	0.0147	0.0000	805.3139
Total	**0.3813**	**1.8854**	**2.7396**	**0.0145**	**1.2412**	**8.5400e-003**	**1.2497**	**0.3335**	**7.9200e-003**	**0.3414**	**0.0000**	**1,343.5778**	**1,343.5778**	**0.0378**	**0.0000**	**1,344.5238**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1784	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6545	302.6545	0.0711	0.0000	304.4331
Total	**0.1784**	**1.6273**	**2.0991**	**3.5200e-003**		**0.0689**	**0.0689**		**0.0648**	**0.0648**	**0.0000**	**302.6545**	**302.6545**	**0.0711**	**0.0000**	**304.4331**

3.5 Building Construction - 2025

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0434	1.6777	0.3711	5.6100e-003	0.1423	1.7600e-003	0.1440	0.0412	1.6800e-003	0.0428	0.0000	538.6309	538.6309	0.0232	0.0000	539.2099
Worker	0.3379	0.2077	2.3685	8.8900e-003	1.0989	6.7800e-003	1.1057	0.2923	6.2400e-003	0.2986	0.0000	804.9469	804.9469	0.0147	0.0000	805.3139
Total	**0.3813**	**1.8854**	**2.7396**	**0.0145**	**1.2412**	**8.5400e-003**	**1.2497**	**0.3335**	**7.9200e-003**	**0.3414**	**0.0000**	**1,343.5778**	**1,343.5778**	**0.0378**	**0.0000**	**1,344.5238**

3.5 Building Construction - 2026

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1785	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6549	302.6549	0.0711	0.0000	304.4335
Total	**0.1785**	**1.6273**	**2.0991**	**3.5200e-003**		**0.0689**	**0.0689**		**0.0648**	**0.0648**	**0.0000**	**302.6549**	**302.6549**	**0.0711**	**0.0000**	**304.4335**

3.5 Building Construction - 2026

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0424	1.6644	0.3603	5.5800e-003	0.1423	1.7300e-003	0.1440	0.0412	1.6600e-003	0.0428	0.0000	535.4555	535.4555	0.0229	0.0000	536.0270
Worker	0.3198	0.1898	2.2034	8.5600e-003	1.0989	6.5800e-003	1.1055	0.2923	6.0500e-003	0.2984	0.0000	774.9925	774.9925	0.0134	0.0000	775.3265
Total	**0.3622**	**1.8542**	**2.5637**	**0.0141**	**1.2412**	**8.3100e-003**	**1.2495**	**0.3335**	**7.7100e-003**	**0.3412**	**0.0000**	**1,310.4480**	**1,310.4480**	**0.0362**	**0.0000**	**1,311.3535**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1784	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6545	302.6545	0.0711	0.0000	304.4331
Total	**0.1784**	**1.6273**	**2.0991**	**3.5200e-003**		**0.0689**	**0.0689**		**0.0648**	**0.0648**	**0.0000**	**302.6545**	**302.6545**	**0.0711**	**0.0000**	**304.4331**

3.5 Building Construction - 2026

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0424	1.6644	0.3603	5.5800e-003	0.1423	1.7300e-003	0.1440	0.0412	1.6600e-003	0.0428	0.0000	535.4555	535.4555	0.0229	0.0000	536.0270
Worker	0.3198	0.1898	2.2034	8.5600e-003	1.0989	6.5800e-003	1.1055	0.2923	6.0500e-003	0.2984	0.0000	774.9925	774.9925	0.0134	0.0000	775.3265
Total	**0.3622**	**1.8542**	**2.5637**	**0.0141**	**1.2412**	**8.3100e-003**	**1.2495**	**0.3335**	**7.7100e-003**	**0.3412**	**0.0000**	**1,310.4480**	**1,310.4480**	**0.0362**	**0.0000**	**1,311.3535**

3.5 Building Construction - 2027

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1785	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6549	302.6549	0.0711	0.0000	304.4335
Total	**0.1785**	**1.6273**	**2.0991**	**3.5200e-003**		**0.0689**	**0.0689**		**0.0648**	**0.0648**	**0.0000**	**302.6549**	**302.6549**	**0.0711**	**0.0000**	**304.4335**

3.5 Building Construction - 2027

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0416	1.6505	0.3513	5.5500e-003	0.1423	1.7100e-003	0.1440	0.0412	1.6300e-003	0.0428	0.0000	532.5694	532.5694	0.0226	0.0000	533.1346
Worker	0.3025	0.1738	2.0570	8.2700e-003	1.0989	6.2300e-003	1.1051	0.2923	5.7400e-003	0.2981	0.0000	748.3592	748.3592	0.0122	0.0000	748.6638
Total	**0.3441**	**1.8243**	**2.4082**	**0.0138**	**1.2412**	**7.9400e-003**	**1.2491**	**0.3335**	**7.3700e-003**	**0.3409**	**0.0000**	**1,280.9286**	**1,280.9286**	**0.0348**	**0.0000**	**1,281.7984**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1784	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6545	302.6545	0.0711	0.0000	304.4331
Total	**0.1784**	**1.6273**	**2.0991**	**3.5200e-003**		**0.0689**	**0.0689**		**0.0648**	**0.0648**	**0.0000**	**302.6545**	**302.6545**	**0.0711**	**0.0000**	**304.4331**

3.5 Building Construction - 2027

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0416	1.6505	0.3513	5.5500e-003	0.1423	1.7100e-003	0.1440	0.0412	1.6300e-003	0.0428	0.0000	532.5694	532.5694	0.0226	0.0000	533.1346
Worker	0.3025	0.1738	2.0570	8.2700e-003	1.0989	6.2300e-003	1.1051	0.2923	5.7400e-003	0.2981	0.0000	748.3592	748.3592	0.0122	0.0000	748.6638
Total	**0.3441**	**1.8243**	**2.4082**	**0.0138**	**1.2412**	**7.9400e-003**	**1.2491**	**0.3335**	**7.3700e-003**	**0.3409**	**0.0000**	**1,280.9286**	**1,280.9286**	**0.0348**	**0.0000**	**1,281.7984**

3.5 Building Construction - 2028

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1778	1.6211	2.0910	3.5000e-003		0.0686	0.0686		0.0645	0.0645	0.0000	301.4953	301.4953	0.0709	0.0000	303.2671
Total	**0.1778**	**1.6211**	**2.0910**	**3.5000e-003**		**0.0686**	**0.0686**		**0.0645**	**0.0645**	**0.0000**	**301.4953**	**301.4953**	**0.0709**	**0.0000**	**303.2671**

3.5 Building Construction - 2028

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0407	1.6339	0.3425	5.5000e-003	0.1418	1.6800e-003	0.1434	0.0410	1.6000e-003	0.0426	0.0000	528.1992	528.1992	0.0223	0.0000	528.7558
Worker	0.2834	0.1590	1.9204	7.9700e-003	1.0947	5.7700e-003	1.1005	0.2912	5.3100e-003	0.2965	0.0000	722.0510	722.0510	0.0111	0.0000	722.3289
Total	**0.3241**	**1.7929**	**2.2629**	**0.0135**	**1.2364**	**7.4500e-003**	**1.2439**	**0.3322**	**6.9100e-003**	**0.3391**	**0.0000**	**1,250.2502**	**1,250.2502**	**0.0334**	**0.0000**	**1,251.0847**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1778	1.6211	2.0910	3.5000e-003		0.0686	0.0686		0.0645	0.0645	0.0000	301.4949	301.4949	0.0709	0.0000	303.2667
Total	**0.1778**	**1.6211**	**2.0910**	**3.5000e-003**		**0.0686**	**0.0686**		**0.0645**	**0.0645**	**0.0000**	**301.4949**	**301.4949**	**0.0709**	**0.0000**	**303.2667**

3.5 Building Construction - 2028

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0407	1.6339	0.3425	5.5000e-003	0.1418	1.6800e-003	0.1434	0.0410	1.6000e-003	0.0426	0.0000	528.1992	528.1992	0.0223	0.0000	528.7558
Worker	0.2834	0.1590	1.9204	7.9700e-003	1.0947	5.7700e-003	1.1005	0.2912	5.3100e-003	0.2965	0.0000	722.0510	722.0510	0.0111	0.0000	722.3289
Total	**0.3241**	**1.7929**	**2.2629**	**0.0135**	**1.2364**	**7.4500e-003**	**1.2439**	**0.3322**	**6.9100e-003**	**0.3391**	**0.0000**	**1,250.2502**	**1,250.2502**	**0.0334**	**0.0000**	**1,251.0847**

3.5 Building Construction - 2029

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1785	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6549	302.6549	0.0711	0.0000	304.4335
Total	**0.1785**	**1.6273**	**2.0991**	**3.5200e-003**		**0.0689**	**0.0689**		**0.0648**	**0.0648**	**0.0000**	**302.6549**	**302.6549**	**0.0711**	**0.0000**	**304.4335**

3.5 Building Construction - 2029

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0400	1.6246	0.3355	5.4900e-003	0.1423	1.6500e-003	0.1440	0.0412	1.5800e-003	0.0428	0.0000	527.4018	527.4018	0.0222	0.0000	527.9570
Worker	0.2658	0.1467	1.8069	7.7700e-003	1.0989	5.4000e-003	1.1043	0.2923	4.9700e-003	0.2973	0.0000	704.0490	704.0490	0.0102	0.0000	704.3042
Total	**0.3058**	**1.7713**	**2.1424**	**0.0133**	**1.2412**	**7.0500e-003**	**1.2482**	**0.3335**	**6.5500e-003**	**0.3400**	**0.0000**	**1,231.4508**	**1,231.4508**	**0.0324**	**0.0000**	**1,232.2612**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1784	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6545	302.6545	0.0711	0.0000	304.4331
Total	**0.1784**	**1.6273**	**2.0991**	**3.5200e-003**		**0.0689**	**0.0689**		**0.0648**	**0.0648**	**0.0000**	**302.6545**	**302.6545**	**0.0711**	**0.0000**	**304.4331**

3.5 Building Construction - 2029

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0400	1.6246	0.3355	5.4900e-003	0.1423	1.6500e-003	0.1440	0.0412	1.5800e-003	0.0428	0.0000	527.4018	527.4018	0.0222	0.0000	527.9570
Worker	0.2658	0.1467	1.8069	7.7700e-003	1.0989	5.4000e-003	1.1043	0.2923	4.9700e-003	0.2973	0.0000	704.0490	704.0490	0.0102	0.0000	704.3042
Total	**0.3058**	**1.7713**	**2.1424**	**0.0133**	**1.2412**	**7.0500e-003**	**1.2482**	**0.3335**	**6.5500e-003**	**0.3400**	**0.0000**	**1,231.4508**	**1,231.4508**	**0.0324**	**0.0000**	**1,232.2612**

3.5 Building Construction - 2030

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1708	1.0355	2.1085	4.0400e-003		0.0193	0.0193		0.0193	0.0193	0.0000	343.0336	343.0336	0.0138	0.0000	343.3777
Total	**0.1708**	**1.0355**	**2.1085**	**4.0400e-003**		**0.0193**	**0.0193**		**0.0193**	**0.0193**	**0.0000**	**343.0336**	**343.0336**	**0.0138**	**0.0000**	**343.3777**

3.5 Building Construction - 2030

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0394	1.6142	0.3297	5.4700e-003	0.1423	1.6300e-003	0.1439	0.0412	1.5600e-003	0.0427	0.0000	525.3086	525.3086	0.0220	0.0000	525.8597
Worker	0.2475	0.1350	1.6981	7.5700e-003	1.0989	5.0400e-003	1.1039	0.2923	4.6400e-003	0.2970	0.0000	685.7608	685.7608	9.3600e-003	0.0000	685.9948
Total	**0.2869**	**1.7491**	**2.0278**	**0.0130**	**1.2412**	**6.6700e-003**	**1.2479**	**0.3335**	**6.2000e-003**	**0.3397**	**0.0000**	**1,211.0693**	**1,211.0693**	**0.0314**	**0.0000**	**1,211.8545**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1708	1.0355	2.1085	4.0400e-003		0.0193	0.0193		0.0193	0.0193	0.0000	343.0332	343.0332	0.0138	0.0000	343.3773
Total	**0.1708**	**1.0355**	**2.1085**	**4.0400e-003**		**0.0193**	**0.0193**		**0.0193**	**0.0193**	**0.0000**	**343.0332**	**343.0332**	**0.0138**	**0.0000**	**343.3773**

3.5 Building Construction - 2030

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0394	1.6142	0.3297	5.4700e-003	0.1423	1.6300e-003	0.1439	0.0412	1.5600e-003	0.0427	0.0000	525.3086	525.3086	0.0220	0.0000	525.8597
Worker	0.2475	0.1350	1.6981	7.5700e-003	1.0989	5.0400e-003	1.1039	0.2923	4.6400e-003	0.2970	0.0000	685.7608	685.7608	9.3600e-003	0.0000	685.9948
Total	**0.2869**	**1.7491**	**2.0278**	**0.0130**	**1.2412**	**6.6700e-003**	**1.2479**	**0.3335**	**6.2000e-003**	**0.3397**	**0.0000**	**1,211.0693**	**1,211.0693**	**0.0314**	**0.0000**	**1,211.8545**

3.5 Building Construction - 2031

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1708	1.0355	2.1085	4.0400e-003		0.0193	0.0193		0.0193	0.0193	0.0000	343.0336	343.0336	0.0138	0.0000	343.3777
Total	**0.1708**	**1.0355**	**2.1085**	**4.0400e-003**		**0.0193**	**0.0193**		**0.0193**	**0.0193**	**0.0000**	**343.0336**	**343.0336**	**0.0138**	**0.0000**	**343.3777**

3.5 Building Construction - 2031

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0390	1.6064	0.3254	5.4500e-003	0.1423	1.6100e-003	0.1439	0.0412	1.5400e-003	0.0427	0.0000	523.7859	523.7859	0.0219	0.0000	524.3339
Worker	0.2281	0.1239	1.5941	7.3900e-003	1.0989	4.7100e-003	1.1036	0.2923	4.3300e-003	0.2967	0.0000	669.7158	669.7158	8.5700e-003	0.0000	669.9300
Total	**0.2671**	**1.7303**	**1.9195**	**0.0128**	**1.2412**	**6.3200e-003**	**1.2475**	**0.3335**	**5.8700e-003**	**0.3394**	**0.0000**	**1,193.5017**	**1,193.5017**	**0.0305**	**0.0000**	**1,194.2639**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1708	1.0355	2.1085	4.0400e-003		0.0193	0.0193		0.0193	0.0193	0.0000	343.0332	343.0332	0.0138	0.0000	343.3773
Total	**0.1708**	**1.0355**	**2.1085**	**4.0400e-003**		**0.0193**	**0.0193**		**0.0193**	**0.0193**	**0.0000**	**343.0332**	**343.0332**	**0.0138**	**0.0000**	**343.3773**

3.5 Building Construction - 2031

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0390	1.6064	0.3254	5.4500e-003	0.1423	1.6100e-003	0.1439	0.0412	1.5400e-003	0.0427	0.0000	523.7859	523.7859	0.0219	0.0000	524.3339
Worker	0.2281	0.1239	1.5941	7.3900e-003	1.0989	4.7100e-003	1.1036	0.2923	4.3300e-003	0.2967	0.0000	669.7158	669.7158	8.5700e-003	0.0000	669.9300
Total	**0.2671**	**1.7303**	**1.9195**	**0.0128**	**1.2412**	**6.3200e-003**	**1.2475**	**0.3335**	**5.8700e-003**	**0.3394**	**0.0000**	**1,193.5017**	**1,193.5017**	**0.0305**	**0.0000**	**1,194.2639**

3.5 Building Construction - 2032

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1715	1.0394	2.1166	4.0600e-003		0.0194	0.0194		0.0194	0.0194	0.0000	344.3479	344.3479	0.0138	0.0000	344.6933
Total	**0.1715**	**1.0394**	**2.1166**	**4.0600e-003**		**0.0194**	**0.0194**		**0.0194**	**0.0194**	**0.0000**	**344.3479**	**344.3479**	**0.0138**	**0.0000**	**344.6933**

3.5 Building Construction - 2032

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0388	1.6062	0.3235	5.4600e-003	0.1429	1.6000e-003	0.1445	0.0413	1.5300e-003	0.0429	0.0000	524.7621	524.7621	0.0219	0.0000	525.3098
Worker	0.2121	0.1150	1.5097	7.2700e-003	1.1031	4.4200e-003	1.1075	0.2934	4.0600e-003	0.2975	0.0000	658.2715	658.2715	7.9200e-003	0.0000	658.4695
Total	**0.2510**	**1.7212**	**1.8332**	**0.0127**	**1.2460**	**6.0200e-003**	**1.2520**	**0.3348**	**5.5900e-003**	**0.3404**	**0.0000**	**1,183.0336**	**1,183.0336**	**0.0298**	**0.0000**	**1,183.7792**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1715	1.0394	2.1166	4.0600e-003		0.0194	0.0194		0.0194	0.0194	0.0000	344.3475	344.3475	0.0138	0.0000	344.6929
Total	**0.1715**	**1.0394**	**2.1166**	**4.0600e-003**		**0.0194**	**0.0194**		**0.0194**	**0.0194**	**0.0000**	**344.3475**	**344.3475**	**0.0138**	**0.0000**	**344.6929**

3.5 Building Construction - 2032

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0388	1.6062	0.3235	5.4600e-003	0.1429	1.6000e-003	0.1445	0.0413	1.5300e-003	0.0429	0.0000	524.7621	524.7621	0.0219	0.0000	525.3098
Worker	0.2121	0.1150	1.5097	7.2700e-003	1.1031	4.4200e-003	1.1075	0.2934	4.0600e-003	0.2975	0.0000	658.2715	658.2715	7.9200e-003	0.0000	658.4695
Total	**0.2510**	**1.7212**	**1.8332**	**0.0127**	**1.2460**	**6.0200e-003**	**1.2520**	**0.3348**	**5.5900e-003**	**0.3404**	**0.0000**	**1,183.0336**	**1,183.0336**	**0.0298**	**0.0000**	**1,183.7792**

3.5 Building Construction - 2033

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1702	1.0315	2.1004	4.0200e-003		0.0193	0.0193		0.0193	0.0193	0.0000	341.7193	341.7193	0.0137	0.0000	342.0621
Total	**0.1702**	**1.0315**	**2.1004**	**4.0200e-003**		**0.0193**	**0.0193**		**0.0193**	**0.0193**	**0.0000**	**341.7193**	**341.7193**	**0.0137**	**0.0000**	**342.0621**

3.5 Building Construction - 2033

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0383	1.5885	0.3184	5.4100e-003	0.1418	1.5800e-003	0.1433	0.0410	1.5100e-003	0.0425	0.0000	519.9908	519.9908	0.0217	0.0000	520.5328
Worker	0.1964	0.1063	1.4209	7.0800e-003	1.0947	4.1100e-003	1.0988	0.2912	3.7800e-003	0.2950	0.0000	641.2351	641.2351	7.2800e-003	0.0000	641.4171
Total	**0.2347**	**1.6949**	**1.7393**	**0.0125**	**1.2364**	**5.6900e-003**	**1.2421**	**0.3322**	**5.2900e-003**	**0.3375**	**0.0000**	**1,161.2260**	**1,161.2260**	**0.0290**	**0.0000**	**1,161.9500**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1702	1.0315	2.1004	4.0200e-003		0.0193	0.0193		0.0193	0.0193	0.0000	341.7189	341.7189	0.0137	0.0000	342.0617
Total	**0.1702**	**1.0315**	**2.1004**	**4.0200e-003**		**0.0193**	**0.0193**		**0.0193**	**0.0193**	**0.0000**	**341.7189**	**341.7189**	**0.0137**	**0.0000**	**342.0617**

3.5 Building Construction - 2033

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0383	1.5885	0.3184	5.4100e-003	0.1418	1.5800e-003	0.1433	0.0410	1.5100e-003	0.0425	0.0000	519.9908	519.9908	0.0217	0.0000	520.5328
Worker	0.1964	0.1063	1.4209	7.0800e-003	1.0947	4.1100e-003	1.0988	0.2912	3.7800e-003	0.2950	0.0000	641.2351	641.2351	7.2800e-003	0.0000	641.4171
Total	**0.2347**	**1.6949**	**1.7393**	**0.0125**	**1.2364**	**5.6900e-003**	**1.2421**	**0.3322**	**5.2900e-003**	**0.3375**	**0.0000**	**1,161.2260**	**1,161.2260**	**0.0290**	**0.0000**	**1,161.9500**

3.5 Building Construction - 2034

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1702	1.0315	2.1004	4.0200e-003		0.0193	0.0193		0.0193	0.0193	0.0000	341.7193	341.7193	0.0137	0.0000	342.0621
Total	**0.1702**	**1.0315**	**2.1004**	**4.0200e-003**		**0.0193**	**0.0193**		**0.0193**	**0.0193**	**0.0000**	**341.7193**	**341.7193**	**0.0137**	**0.0000**	**342.0621**

3.5 Building Construction - 2034

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0381	1.5838	0.3159	5.4100e-003	0.1418	1.5600e-003	0.1433	0.0410	1.4900e-003	0.0425	0.0000	519.4573	519.4573	0.0216	0.0000	519.9982
Worker	0.1842	0.0997	1.3483	6.9600e-003	1.0947	3.8500e-003	1.0985	0.2912	3.5400e-003	0.2947	0.0000	630.8637	630.8637	6.7500e-003	0.0000	631.0324
Total	**0.2223**	**1.6835**	**1.6642**	**0.0124**	**1.2364**	**5.4100e-003**	**1.2419**	**0.3322**	**5.0300e-003**	**0.3373**	**0.0000**	**1,150.3210**	**1,150.3210**	**0.0284**	**0.0000**	**1,151.0306**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1702	1.0315	2.1004	4.0200e-003		0.0193	0.0193		0.0193	0.0193	0.0000	341.7189	341.7189	0.0137	0.0000	342.0617
Total	**0.1702**	**1.0315**	**2.1004**	**4.0200e-003**		**0.0193**	**0.0193**		**0.0193**	**0.0193**	**0.0000**	**341.7189**	**341.7189**	**0.0137**	**0.0000**	**342.0617**

3.5 Building Construction - 2034

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0381	1.5838	0.3159	5.4100e-003	0.1418	1.5600e-003	0.1433	0.0410	1.4900e-003	0.0425	0.0000	519.4573	519.4573	0.0216	0.0000	519.9982
Worker	0.1842	0.0997	1.3483	6.9600e-003	1.0947	3.8500e-003	1.0985	0.2912	3.5400e-003	0.2947	0.0000	630.8637	630.8637	6.7500e-003	0.0000	631.0324
Total	**0.2223**	**1.6835**	**1.6642**	**0.0124**	**1.2364**	**5.4100e-003**	**1.2419**	**0.3322**	**5.0300e-003**	**0.3373**	**0.0000**	**1,150.3210**	**1,150.3210**	**0.0284**	**0.0000**	**1,151.0306**

3.5 Building Construction - 2035

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1588	0.9346	2.1034	4.0400e-003		0.0118	0.0118		0.0118	0.0118	0.0000	343.0336	343.0336	0.0128	0.0000	343.3530
Total	**0.1588**	**0.9346**	**2.1034**	**4.0400e-003**		**0.0118**	**0.0118**		**0.0118**	**0.0118**	**0.0000**	**343.0336**	**343.0336**	**0.0128**	**0.0000**	**343.3530**

3.5 Building Construction - 2035

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0380	1.5854	0.3150	5.4200e-003	0.1423	1.5600e-003	0.1439	0.0412	1.4900e-003	0.0427	0.0000	521.0591	521.0591	0.0217	0.0000	521.6011
Worker	0.1742	0.0949	1.2906	6.8900e-003	1.0989	3.6200e-003	1.1025	0.2923	3.3300e-003	0.2957	0.0000	624.4237	624.4237	6.3200e-003	0.0000	624.5816
Total	**0.2123**	**1.6804**	**1.6056**	**0.0123**	**1.2412**	**5.1800e-003**	**1.2464**	**0.3335**	**4.8200e-003**	**0.3383**	**0.0000**	**1,145.4827**	**1,145.4827**	**0.0280**	**0.0000**	**1,146.1827**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1588	0.9346	2.1034	4.0400e-003		0.0118	0.0118		0.0118	0.0118	0.0000	343.0332	343.0332	0.0128	0.0000	343.3526
Total	**0.1588**	**0.9346**	**2.1034**	**4.0400e-003**		**0.0118**	**0.0118**		**0.0118**	**0.0118**	**0.0000**	**343.0332**	**343.0332**	**0.0128**	**0.0000**	**343.3526**

3.5 Building Construction - 2035

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0380	1.5854	0.3150	5.4200e-003	0.1423	1.5600e-003	0.1439	0.0412	1.4900e-003	0.0427	0.0000	521.0591	521.0591	0.0217	0.0000	521.6011
Worker	0.1742	0.0949	1.2906	6.8900e-003	1.0989	3.6200e-003	1.1025	0.2923	3.3300e-003	0.2957	0.0000	624.4237	624.4237	6.3200e-003	0.0000	624.5816
Total	**0.2123**	**1.6804**	**1.6056**	**0.0123**	**1.2412**	**5.1800e-003**	**1.2464**	**0.3335**	**4.8200e-003**	**0.3383**	**0.0000**	**1,145.4827**	**1,145.4827**	**0.0280**	**0.0000**	**1,146.1827**

3.5 Building Construction - 2036

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1594	0.9381	2.1114	4.0600e-003		0.0118	0.0118		0.0118	0.0118	0.0000	344.3479	344.3479	0.0128	0.0000	344.6686
Total	**0.1594**	**0.9381**	**2.1114**	**4.0600e-003**		**0.0118**	**0.0118**		**0.0118**	**0.0118**	**0.0000**	**344.3479**	**344.3479**	**0.0128**	**0.0000**	**344.6686**

3.5 Building Construction - 2036

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0382	1.5915	0.3162	5.4400e-003	0.1429	1.5600e-003	0.1444	0.0413	1.5000e-003	0.0428	0.0000	523.0555	523.0555	0.0218	0.0000	523.5996
Worker	0.1749	0.0953	1.2956	6.9200e-003	1.1031	3.6400e-003	1.1067	0.2934	3.3500e-003	0.2968	0.0000	626.8161	626.8161	6.3400e-003	0.0000	626.9747
Total	**0.2131**	**1.6868**	**1.6117**	**0.0124**	**1.2460**	**5.2000e-003**	**1.2512**	**0.3348**	**4.8500e-003**	**0.3396**	**0.0000**	**1,149.8716**	**1,149.8716**	**0.0281**	**0.0000**	**1,150.5742**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1594	0.9381	2.1114	4.0600e-003		0.0118	0.0118		0.0118	0.0118	0.0000	344.3475	344.3475	0.0128	0.0000	344.6682
Total	**0.1594**	**0.9381**	**2.1114**	**4.0600e-003**		**0.0118**	**0.0118**		**0.0118**	**0.0118**	**0.0000**	**344.3475**	**344.3475**	**0.0128**	**0.0000**	**344.6682**

3.5 Building Construction - 2036

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0382	1.5915	0.3162	5.4400e-003	0.1429	1.5600e-003	0.1444	0.0413	1.5000e-003	0.0428	0.0000	523.0555	523.0555	0.0218	0.0000	523.5996
Worker	0.1749	0.0953	1.2956	6.9200e-003	1.1031	3.6400e-003	1.1067	0.2934	3.3500e-003	0.2968	0.0000	626.8161	626.8161	6.3400e-003	0.0000	626.9747
Total	**0.2131**	**1.6868**	**1.6117**	**0.0124**	**1.2460**	**5.2000e-003**	**1.2512**	**0.3348**	**4.8500e-003**	**0.3396**	**0.0000**	**1,149.8716**	**1,149.8716**	**0.0281**	**0.0000**	**1,150.5742**

3.5 Building Construction - 2037

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1588	0.9346	2.1034	4.0400e-003		0.0118	0.0118		0.0118	0.0118	0.0000	343.0336	343.0336	0.0128	0.0000	343.3530
Total	**0.1588**	**0.9346**	**2.1034**	**4.0400e-003**		**0.0118**	**0.0118**		**0.0118**	**0.0118**	**0.0000**	**343.0336**	**343.0336**	**0.0128**	**0.0000**	**343.3530**

3.5 Building Construction - 2037

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0380	1.5854	0.3150	5.4200e-003	0.1423	1.5600e-003	0.1439	0.0412	1.4900e-003	0.0427	0.0000	521.0591	521.0591	0.0217	0.0000	521.6011
Worker	0.1742	0.0949	1.2906	6.8900e-003	1.0989	3.6200e-003	1.1025	0.2923	3.3300e-003	0.2957	0.0000	624.4237	624.4237	6.3200e-003	0.0000	624.5816
Total	**0.2123**	**1.6804**	**1.6056**	**0.0123**	**1.2412**	**5.1800e-003**	**1.2464**	**0.3335**	**4.8200e-003**	**0.3383**	**0.0000**	**1,145.4827**	**1,145.4827**	**0.0280**	**0.0000**	**1,146.1827**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1588	0.9346	2.1034	4.0400e-003		0.0118	0.0118		0.0118	0.0118	0.0000	343.0332	343.0332	0.0128	0.0000	343.3526
Total	**0.1588**	**0.9346**	**2.1034**	**4.0400e-003**		**0.0118**	**0.0118**		**0.0118**	**0.0118**	**0.0000**	**343.0332**	**343.0332**	**0.0128**	**0.0000**	**343.3526**

3.5 Building Construction - 2037

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0380	1.5854	0.3150	5.4200e-003	0.1423	1.5600e-003	0.1439	0.0412	1.4900e-003	0.0427	0.0000	521.0591	521.0591	0.0217	0.0000	521.6011
Worker	0.1742	0.0949	1.2906	6.8900e-003	1.0989	3.6200e-003	1.1025	0.2923	3.3300e-003	0.2957	0.0000	624.4237	624.4237	6.3200e-003	0.0000	624.5816
Total	**0.2123**	**1.6804**	**1.6056**	**0.0123**	**1.2412**	**5.1800e-003**	**1.2464**	**0.3335**	**4.8200e-003**	**0.3383**	**0.0000**	**1,145.4827**	**1,145.4827**	**0.0280**	**0.0000**	**1,146.1827**

3.5 Building Construction - 2038

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1588	0.9346	2.1034	4.0400e-003		0.0118	0.0118		0.0118	0.0118	0.0000	343.0336	343.0336	0.0128	0.0000	343.3530
Total	**0.1588**	**0.9346**	**2.1034**	**4.0400e-003**		**0.0118**	**0.0118**		**0.0118**	**0.0118**	**0.0000**	**343.0336**	**343.0336**	**0.0128**	**0.0000**	**343.3530**

3.5 Building Construction - 2038

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0380	1.5854	0.3150	5.4200e-003	0.1423	1.5600e-003	0.1439	0.0412	1.4900e-003	0.0427	0.0000	521.0591	521.0591	0.0217	0.0000	521.6011
Worker	0.1742	0.0949	1.2906	6.8900e-003	1.0989	3.6200e-003	1.1025	0.2923	3.3300e-003	0.2957	0.0000	624.4237	624.4237	6.3200e-003	0.0000	624.5816
Total	**0.2123**	**1.6804**	**1.6056**	**0.0123**	**1.2412**	**5.1800e-003**	**1.2464**	**0.3335**	**4.8200e-003**	**0.3383**	**0.0000**	**1,145.4827**	**1,145.4827**	**0.0280**	**0.0000**	**1,146.1827**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1588	0.9346	2.1034	4.0400e-003		0.0118	0.0118		0.0118	0.0118	0.0000	343.0332	343.0332	0.0128	0.0000	343.3526
Total	**0.1588**	**0.9346**	**2.1034**	**4.0400e-003**		**0.0118**	**0.0118**		**0.0118**	**0.0118**	**0.0000**	**343.0332**	**343.0332**	**0.0128**	**0.0000**	**343.3526**

3.5 Building Construction - 2038

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0380	1.5854	0.3150	5.4200e-003	0.1423	1.5600e-003	0.1439	0.0412	1.4900e-003	0.0427	0.0000	521.0591	521.0591	0.0217	0.0000	521.6011
Worker	0.1742	0.0949	1.2906	6.8900e-003	1.0989	3.6200e-003	1.1025	0.2923	3.3300e-003	0.2957	0.0000	624.4237	624.4237	6.3200e-003	0.0000	624.5816
Total	**0.2123**	**1.6804**	**1.6056**	**0.0123**	**1.2412**	**5.1800e-003**	**1.2464**	**0.3335**	**4.8200e-003**	**0.3383**	**0.0000**	**1,145.4827**	**1,145.4827**	**0.0280**	**0.0000**	**1,146.1827**

3.5 Building Construction - 2039

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1564	0.9202	2.0711	3.9800e-003		0.0116	0.0116		0.0116	0.0116	0.0000	337.7764	337.7764	0.0126	0.0000	338.0909
Total	**0.1564**	**0.9202**	**2.0711**	**3.9800e-003**		**0.0116**	**0.0116**		**0.0116**	**0.0116**	**0.0000**	**337.7764**	**337.7764**	**0.0126**	**0.0000**	**338.0909**

3.5 Building Construction - 2039

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0374	1.5611	0.3101	5.3400e-003	0.1401	1.5300e-003	0.1417	0.0405	1.4700e-003	0.0420	0.0000	513.0735	513.0735	0.0214	0.0000	513.6072
Worker	0.1716	0.0935	1.2708	6.7800e-003	1.0821	3.5700e-003	1.0856	0.2878	3.2800e-003	0.2911	0.0000	614.8539	614.8539	6.2200e-003	0.0000	615.0095
Total	**0.2090**	**1.6546**	**1.5810**	**0.0121**	**1.2222**	**5.1000e-003**	**1.2273**	**0.3284**	**4.7500e-003**	**0.3331**	**0.0000**	**1,127.9274**	**1,127.9274**	**0.0276**	**0.0000**	**1,128.6167**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1564	0.9202	2.0711	3.9800e-003		0.0116	0.0116		0.0116	0.0116	0.0000	337.7760	337.7760	0.0126	0.0000	338.0905
Total	**0.1564**	**0.9202**	**2.0711**	**3.9800e-003**		**0.0116**	**0.0116**		**0.0116**	**0.0116**	**0.0000**	**337.7760**	**337.7760**	**0.0126**	**0.0000**	**338.0905**

3.5 Building Construction - 2039

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0374	1.5611	0.3101	5.3400e-003	0.1401	1.5300e-003	0.1417	0.0405	1.4700e-003	0.0420	0.0000	513.0735	513.0735	0.0214	0.0000	513.6072
Worker	0.1716	0.0935	1.2708	6.7800e-003	1.0821	3.5700e-003	1.0856	0.2878	3.2800e-003	0.2911	0.0000	614.8539	614.8539	6.2200e-003	0.0000	615.0095
Total	**0.2090**	**1.6546**	**1.5810**	**0.0121**	**1.2222**	**5.1000e-003**	**1.2273**	**0.3284**	**4.7500e-003**	**0.3331**	**0.0000**	**1,127.9274**	**1,127.9274**	**0.0276**	**0.0000**	**1,128.6167**

3.6 Architectural Coating - 2031

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.5178					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.1300e-003	0.0467	0.0980	1.6000e-004		1.1100e-003	1.1100e-003		1.1100e-003	1.1100e-003	0.0000	13.9152	13.9152	5.6000e-004	0.0000	13.9293
Total	**0.5249**	**0.0467**	**0.0980**	**1.6000e-004**		**1.1100e-003**	**1.1100e-003**		**1.1100e-003**	**1.1100e-003**	**0.0000**	**13.9152**	**13.9152**	**5.6000e-004**	**0.0000**	**13.9293**

3.6 Architectural Coating - 2031

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0191	0.0104	0.1332	6.2000e-004	0.0918	3.9000e-004	0.0922	0.0244	3.6000e-004	0.0248	0.0000	55.9380	55.9380	7.2000e-004	0.0000	55.9558
Total	**0.0191**	**0.0104**	**0.1332**	**6.2000e-004**	**0.0918**	**3.9000e-004**	**0.0922**	**0.0244**	**3.6000e-004**	**0.0248**	**0.0000**	**55.9380**	**55.9380**	**7.2000e-004**	**0.0000**	**55.9558**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.5178					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.1300e-003	0.0467	0.0980	1.6000e-004		1.1100e-003	1.1100e-003		1.1100e-003	1.1100e-003	0.0000	13.9152	13.9152	5.6000e-004	0.0000	13.9293
Total	**0.5249**	**0.0467**	**0.0980**	**1.6000e-004**		**1.1100e-003**	**1.1100e-003**		**1.1100e-003**	**1.1100e-003**	**0.0000**	**13.9152**	**13.9152**	**5.6000e-004**	**0.0000**	**13.9293**

3.6 Architectural Coating - 2031

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0191	0.0104	0.1332	6.2000e-004	0.0918	3.9000e-004	0.0922	0.0244	3.6000e-004	0.0248	0.0000	55.9380	55.9380	7.2000e-004	0.0000	55.9558
Total	**0.0191**	**0.0104**	**0.1332**	**6.2000e-004**	**0.0918**	**3.9000e-004**	**0.0922**	**0.0244**	**3.6000e-004**	**0.0248**	**0.0000**	**55.9380**	**55.9380**	**7.2000e-004**	**0.0000**	**55.9558**

3.6 Architectural Coating - 2032

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.2446					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0171	0.1122	0.2355	3.9000e-004		2.6600e-003	2.6600e-003		2.6600e-003	2.6600e-003	0.0000	33.4476	33.4476	1.3500e-003	0.0000	33.4815
Total	**1.2618**	**0.1122**	**0.2355**	**3.9000e-004**		**2.6600e-003**	**2.6600e-003**		**2.6600e-003**	**2.6600e-003**	**0.0000**	**33.4476**	**33.4476**	**1.3500e-003**	**0.0000**	**33.4815**

3.6 Architectural Coating - 2032

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0424	0.0230	0.3020	1.4500e-003	0.2206	8.8000e-004	0.2215	0.0587	8.1000e-004	0.0595	0.0000	131.6543	131.6543	1.5800e-003	0.0000	131.6939
Total	**0.0424**	**0.0230**	**0.3020**	**1.4500e-003**	**0.2206**	**8.8000e-004**	**0.2215**	**0.0587**	**8.1000e-004**	**0.0595**	**0.0000**	**131.6543**	**131.6543**	**1.5800e-003**	**0.0000**	**131.6939**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.2446					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0171	0.1122	0.2355	3.9000e-004		2.6600e-003	2.6600e-003		2.6600e-003	2.6600e-003	0.0000	33.4476	33.4476	1.3500e-003	0.0000	33.4814
Total	**1.2618**	**0.1122**	**0.2355**	**3.9000e-004**		**2.6600e-003**	**2.6600e-003**		**2.6600e-003**	**2.6600e-003**	**0.0000**	**33.4476**	**33.4476**	**1.3500e-003**	**0.0000**	**33.4814**

3.6 Architectural Coating - 2032

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0424	0.0230	0.3020	1.4500e-003	0.2206	8.8000e-004	0.2215	0.0587	8.1000e-004	0.0595	0.0000	131.6543	131.6543	1.5800e-003	0.0000	131.6939
Total	**0.0424**	**0.0230**	**0.3020**	**1.4500e-003**	**0.2206**	**8.8000e-004**	**0.2215**	**0.0587**	**8.1000e-004**	**0.0595**	**0.0000**	**131.6543**	**131.6543**	**1.5800e-003**	**0.0000**	**131.6939**

3.6 Architectural Coating - 2033

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.2351					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0170	0.1113	0.2337	3.9000e-004		2.6400e-003	2.6400e-003		2.6400e-003	2.6400e-003	0.0000	33.1923	33.1923	1.3400e-003	0.0000	33.2259
Total	**1.2521**	**0.1113**	**0.2337**	**3.9000e-004**		**2.6400e-003**	**2.6400e-003**		**2.6400e-003**	**2.6400e-003**	**0.0000**	**33.1923**	**33.1923**	**1.3400e-003**	**0.0000**	**33.2259**

3.6 Architectural Coating - 2033

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0393	0.0213	0.2842	1.4200e-003	0.2189	8.2000e-004	0.2198	0.0582	7.6000e-004	0.0590	0.0000	128.2470	128.2470	1.4600e-003	0.0000	128.2834
Total	**0.0393**	**0.0213**	**0.2842**	**1.4200e-003**	**0.2189**	**8.2000e-004**	**0.2198**	**0.0582**	**7.6000e-004**	**0.0590**	**0.0000**	**128.2470**	**128.2470**	**1.4600e-003**	**0.0000**	**128.2834**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.2351					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0170	0.1113	0.2337	3.9000e-004		2.6400e-003	2.6400e-003		2.6400e-003	2.6400e-003	0.0000	33.1923	33.1923	1.3400e-003	0.0000	33.2258
Total	**1.2521**	**0.1113**	**0.2337**	**3.9000e-004**		**2.6400e-003**	**2.6400e-003**		**2.6400e-003**	**2.6400e-003**	**0.0000**	**33.1923**	**33.1923**	**1.3400e-003**	**0.0000**	**33.2258**

3.6 Architectural Coating - 2033

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0393	0.0213	0.2842	1.4200e-003	0.2189	8.2000e-004	0.2198	0.0582	7.6000e-004	0.0590	0.0000	128.2470	128.2470	1.4600e-003	0.0000	128.2834
Total	**0.0393**	**0.0213**	**0.2842**	**1.4200e-003**	**0.2189**	**8.2000e-004**	**0.2198**	**0.0582**	**7.6000e-004**	**0.0590**	**0.0000**	**128.2470**	**128.2470**	**1.4600e-003**	**0.0000**	**128.2834**

3.6 Architectural Coating - 2034

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.2351					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0170	0.1113	0.2337	3.9000e-004		2.6400e-003	2.6400e-003		2.6400e-003	2.6400e-003	0.0000	33.1923	33.1923	1.3400e-003	0.0000	33.2259
Total	**1.2521**	**0.1113**	**0.2337**	**3.9000e-004**		**2.6400e-003**	**2.6400e-003**		**2.6400e-003**	**2.6400e-003**	**0.0000**	**33.1923**	**33.1923**	**1.3400e-003**	**0.0000**	**33.2259**

3.6 Architectural Coating - 2034

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0368	0.0200	0.2697	1.3900e-003	0.2189	7.7000e-004	0.2197	0.0582	7.1000e-004	0.0590	0.0000	126.1727	126.1727	1.3500e-003	0.0000	126.2065
Total	**0.0368**	**0.0200**	**0.2697**	**1.3900e-003**	**0.2189**	**7.7000e-004**	**0.2197**	**0.0582**	**7.1000e-004**	**0.0590**	**0.0000**	**126.1727**	**126.1727**	**1.3500e-003**	**0.0000**	**126.2065**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.2351					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0170	0.1113	0.2337	3.9000e-004		2.6400e-003	2.6400e-003		2.6400e-003	2.6400e-003	0.0000	33.1923	33.1923	1.3400e-003	0.0000	33.2258
Total	**1.2521**	**0.1113**	**0.2337**	**3.9000e-004**		**2.6400e-003**	**2.6400e-003**		**2.6400e-003**	**2.6400e-003**	**0.0000**	**33.1923**	**33.1923**	**1.3400e-003**	**0.0000**	**33.2258**

3.6 Architectural Coating - 2034

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0368	0.0200	0.2697	1.3900e-003	0.2189	7.7000e-004	0.2197	0.0582	7.1000e-004	0.0590	0.0000	126.1727	126.1727	1.3500e-003	0.0000	126.2065
Total	**0.0368**	**0.0200**	**0.2697**	**1.3900e-003**	**0.2189**	**7.7000e-004**	**0.2197**	**0.0582**	**7.1000e-004**	**0.0590**	**0.0000**	**126.1727**	**126.1727**	**1.3500e-003**	**0.0000**	**126.2065**

3.6 Architectural Coating - 2035

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.2399					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0154	0.0989	0.2342	3.9000e-004		1.2900e-003	1.2900e-003		1.2900e-003	1.2900e-003	0.0000	33.3200	33.3200	1.2300e-003	0.0000	33.3507
Total	**1.2553**	**0.0989**	**0.2342**	**3.9000e-004**		**1.2900e-003**	**1.2900e-003**		**1.2900e-003**	**1.2900e-003**	**0.0000**	**33.3200**	**33.3200**	**1.2300e-003**	**0.0000**	**33.3507**

3.6 Architectural Coating - 2035

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0349	0.0190	0.2581	1.3800e-003	0.2198	7.2000e-004	0.2205	0.0585	6.7000e-004	0.0591	0.0000	124.8847	124.8847	1.2600e-003	0.0000	124.9163
Total	**0.0349**	**0.0190**	**0.2581**	**1.3800e-003**	**0.2198**	**7.2000e-004**	**0.2205**	**0.0585**	**6.7000e-004**	**0.0591**	**0.0000**	**124.8847**	**124.8847**	**1.2600e-003**	**0.0000**	**124.9163**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.2399					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0154	0.0989	0.2342	3.9000e-004		1.2900e-003	1.2900e-003		1.2900e-003	1.2900e-003	0.0000	33.3199	33.3199	1.2300e-003	0.0000	33.3507
Total	**1.2553**	**0.0989**	**0.2342**	**3.9000e-004**		**1.2900e-003**	**1.2900e-003**		**1.2900e-003**	**1.2900e-003**	**0.0000**	**33.3199**	**33.3199**	**1.2300e-003**	**0.0000**	**33.3507**

3.6 Architectural Coating - 2035

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0349	0.0190	0.2581	1.3800e-003	0.2198	7.2000e-004	0.2205	0.0585	6.7000e-004	0.0591	0.0000	124.8847	124.8847	1.2600e-003	0.0000	124.9163
Total	**0.0349**	**0.0190**	**0.2581**	**1.3800e-003**	**0.2198**	**7.2000e-004**	**0.2205**	**0.0585**	**6.7000e-004**	**0.0591**	**0.0000**	**124.8847**	**124.8847**	**1.2600e-003**	**0.0000**	**124.9163**

3.6 Architectural Coating - 2036

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.2446					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0154	0.0993	0.2351	3.9000e-004		1.3000e-003	1.3000e-003		1.3000e-003	1.3000e-003	0.0000	33.4476	33.4476	1.2400e-003	0.0000	33.4785
Total	**1.2601**	**0.0993**	**0.2351**	**3.9000e-004**		**1.3000e-003**	**1.3000e-003**		**1.3000e-003**	**1.3000e-003**	**0.0000**	**33.4476**	**33.4476**	**1.2400e-003**	**0.0000**	**33.4785**

3.6 Architectural Coating - 2036

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0350	0.0191	0.2591	1.3800e-003	0.2206	7.3000e-004	0.2214	0.0587	6.7000e-004	0.0594	0.0000	125.3632	125.3632	1.2700e-003	0.0000	125.3949
Total	**0.0350**	**0.0191**	**0.2591**	**1.3800e-003**	**0.2206**	**7.3000e-004**	**0.2214**	**0.0587**	**6.7000e-004**	**0.0594**	**0.0000**	**125.3632**	**125.3632**	**1.2700e-003**	**0.0000**	**125.3949**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.2446					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0154	0.0993	0.2351	3.9000e-004		1.3000e-003	1.3000e-003		1.3000e-003	1.3000e-003	0.0000	33.4476	33.4476	1.2400e-003	0.0000	33.4785
Total	**1.2601**	**0.0993**	**0.2351**	**3.9000e-004**		**1.3000e-003**	**1.3000e-003**		**1.3000e-003**	**1.3000e-003**	**0.0000**	**33.4476**	**33.4476**	**1.2400e-003**	**0.0000**	**33.4785**

3.6 Architectural Coating - 2036

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0350	0.0191	0.2591	1.3800e-003	0.2206	7.3000e-004	0.2214	0.0587	6.7000e-004	0.0594	0.0000	125.3632	125.3632	1.2700e-003	0.0000	125.3949
Total	**0.0350**	**0.0191**	**0.2591**	**1.3800e-003**	**0.2206**	**7.3000e-004**	**0.2214**	**0.0587**	**6.7000e-004**	**0.0594**	**0.0000**	**125.3632**	**125.3632**	**1.2700e-003**	**0.0000**	**125.3949**

3.6 Architectural Coating - 2037

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.2399					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0154	0.0989	0.2342	3.9000e-004		1.2900e-003	1.2900e-003		1.2900e-003	1.2900e-003	0.0000	33.3200	33.3200	1.2300e-003	0.0000	33.3507
Total	**1.2553**	**0.0989**	**0.2342**	**3.9000e-004**		**1.2900e-003**	**1.2900e-003**		**1.2900e-003**	**1.2900e-003**	**0.0000**	**33.3200**	**33.3200**	**1.2300e-003**	**0.0000**	**33.3507**

3.6 Architectural Coating - 2037

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0349	0.0190	0.2581	1.3800e-003	0.2198	7.2000e-004	0.2205	0.0585	6.7000e-004	0.0591	0.0000	124.8847	124.8847	1.2600e-003	0.0000	124.9163
Total	**0.0349**	**0.0190**	**0.2581**	**1.3800e-003**	**0.2198**	**7.2000e-004**	**0.2205**	**0.0585**	**6.7000e-004**	**0.0591**	**0.0000**	**124.8847**	**124.8847**	**1.2600e-003**	**0.0000**	**124.9163**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.2399					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0154	0.0989	0.2342	3.9000e-004		1.2900e-003	1.2900e-003		1.2900e-003	1.2900e-003	0.0000	33.3199	33.3199	1.2300e-003	0.0000	33.3507
Total	**1.2553**	**0.0989**	**0.2342**	**3.9000e-004**		**1.2900e-003**	**1.2900e-003**		**1.2900e-003**	**1.2900e-003**	**0.0000**	**33.3199**	**33.3199**	**1.2300e-003**	**0.0000**	**33.3507**

3.6 Architectural Coating - 2037

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0349	0.0190	0.2581	1.3800e-003	0.2198	7.2000e-004	0.2205	0.0585	6.7000e-004	0.0591	0.0000	124.8847	124.8847	1.2600e-003	0.0000	124.9163
Total	**0.0349**	**0.0190**	**0.2581**	**1.3800e-003**	**0.2198**	**7.2000e-004**	**0.2205**	**0.0585**	**6.7000e-004**	**0.0591**	**0.0000**	**124.8847**	**124.8847**	**1.2600e-003**	**0.0000**	**124.9163**

3.6 Architectural Coating - 2038

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.2399					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0154	0.0989	0.2342	3.9000e-004		1.2900e-003	1.2900e-003		1.2900e-003	1.2900e-003	0.0000	33.3200	33.3200	1.2300e-003	0.0000	33.3507
Total	**1.2553**	**0.0989**	**0.2342**	**3.9000e-004**		**1.2900e-003**	**1.2900e-003**		**1.2900e-003**	**1.2900e-003**	**0.0000**	**33.3200**	**33.3200**	**1.2300e-003**	**0.0000**	**33.3507**

3.6 Architectural Coating - 2038

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0349	0.0190	0.2581	1.3800e-003	0.2198	7.2000e-004	0.2205	0.0585	6.7000e-004	0.0591	0.0000	124.8847	124.8847	1.2600e-003	0.0000	124.9163
Total	**0.0349**	**0.0190**	**0.2581**	**1.3800e-003**	**0.2198**	**7.2000e-004**	**0.2205**	**0.0585**	**6.7000e-004**	**0.0591**	**0.0000**	**124.8847**	**124.8847**	**1.2600e-003**	**0.0000**	**124.9163**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.2399					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0154	0.0989	0.2342	3.9000e-004		1.2900e-003	1.2900e-003		1.2900e-003	1.2900e-003	0.0000	33.3199	33.3199	1.2300e-003	0.0000	33.3507
Total	**1.2553**	**0.0989**	**0.2342**	**3.9000e-004**		**1.2900e-003**	**1.2900e-003**		**1.2900e-003**	**1.2900e-003**	**0.0000**	**33.3199**	**33.3199**	**1.2300e-003**	**0.0000**	**33.3507**

3.6 Architectural Coating - 2038

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0349	0.0190	0.2581	1.3800e-003	0.2198	7.2000e-004	0.2205	0.0585	6.7000e-004	0.0591	0.0000	124.8847	124.8847	1.2600e-003	0.0000	124.9163
Total	**0.0349**	**0.0190**	**0.2581**	**1.3800e-003**	**0.2198**	**7.2000e-004**	**0.2205**	**0.0585**	**6.7000e-004**	**0.0591**	**0.0000**	**124.8847**	**124.8847**	**1.2600e-003**	**0.0000**	**124.9163**

3.6 Architectural Coating - 2039

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.2351					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0153	0.0985	0.2333	3.9000e-004		1.2900e-003	1.2900e-003		1.2900e-003	1.2900e-003	0.0000	33.1923	33.1923	1.2300e-003	0.0000	33.2230
Total	**1.2505**	**0.0985**	**0.2333**	**3.9000e-004**		**1.2900e-003**	**1.2900e-003**		**1.2900e-003**	**1.2900e-003**	**0.0000**	**33.1923**	**33.1923**	**1.2300e-003**	**0.0000**	**33.2230**

3.6 Architectural Coating - 2039

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0347	0.0189	0.2571	1.3700e-003	0.2189	7.2000e-004	0.2197	0.0582	6.6000e-004	0.0589	0.0000	124.4063	124.4063	1.2600e-003	0.0000	124.4377
Total	**0.0347**	**0.0189**	**0.2571**	**1.3700e-003**	**0.2189**	**7.2000e-004**	**0.2197**	**0.0582**	**6.6000e-004**	**0.0589**	**0.0000**	**124.4063**	**124.4063**	**1.2600e-003**	**0.0000**	**124.4377**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.2351					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0153	0.0985	0.2333	3.9000e-004		1.2900e-003	1.2900e-003		1.2900e-003	1.2900e-003	0.0000	33.1923	33.1923	1.2300e-003	0.0000	33.2229
Total	**1.2505**	**0.0985**	**0.2333**	**3.9000e-004**		**1.2900e-003**	**1.2900e-003**		**1.2900e-003**	**1.2900e-003**	**0.0000**	**33.1923**	**33.1923**	**1.2300e-003**	**0.0000**	**33.2229**

3.6 Architectural Coating - 2039

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0347	0.0189	0.2571	1.3700e-003	0.2189	7.2000e-004	0.2197	0.0582	6.6000e-004	0.0589	0.0000	124.4063	124.4063	1.2600e-003	0.0000	124.4377
Total	**0.0347**	**0.0189**	**0.2571**	**1.3700e-003**	**0.2189**	**7.2000e-004**	**0.2197**	**0.0582**	**6.6000e-004**	**0.0589**	**0.0000**	**124.4063**	**124.4063**	**1.2600e-003**	**0.0000**	**124.4377**

3.6 Architectural Coating - 2040

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.1140					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.3800e-003	8.7200e-003	0.0215	4.0000e-005		9.0000e-005	9.0000e-005		9.0000e-005	9.0000e-005	0.0000	3.0639	3.0639	1.1000e-004	0.0000	3.0666
Total	**0.1154**	**8.7200e-003**	**0.0215**	**4.0000e-005**		**9.0000e-005**	**9.0000e-005**		**9.0000e-005**	**9.0000e-005**	**0.0000**	**3.0639**	**3.0639**	**1.1000e-004**	**0.0000**	**3.0666**

3.6 Architectural Coating - 2040

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.5200e-003	1.4500e-003	0.0202	1.2000e-004	0.0202	5.0000e-005	0.0203	5.3800e-003	5.0000e-005	5.4200e-003	0.0000	10.9939	10.9939	9.0000e-005	0.0000	10.9962
Total	**2.5200e-003**	**1.4500e-003**	**0.0202**	**1.2000e-004**	**0.0202**	**5.0000e-005**	**0.0203**	**5.3800e-003**	**5.0000e-005**	**5.4200e-003**	**0.0000**	**10.9939**	**10.9939**	**9.0000e-005**	**0.0000**	**10.9962**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.1140					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.3800e-003	8.7200e-003	0.0215	4.0000e-005		9.0000e-005	9.0000e-005		9.0000e-005	9.0000e-005	0.0000	3.0639	3.0639	1.1000e-004	0.0000	3.0666
Total	**0.1154**	**8.7200e-003**	**0.0215**	**4.0000e-005**		**9.0000e-005**	**9.0000e-005**		**9.0000e-005**	**9.0000e-005**	**0.0000**	**3.0639**	**3.0639**	**1.1000e-004**	**0.0000**	**3.0666**

3.6 Architectural Coating - 2040

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.5200e-003	1.4500e-003	0.0202	1.2000e-004	0.0202	5.0000e-005	0.0203	5.3800e-003	5.0000e-005	5.4200e-003	0.0000	10.9939	10.9939	9.0000e-005	0.0000	10.9962
Total	**2.5200e-003**	**1.4500e-003**	**0.0202**	**1.2000e-004**	**0.0202**	**5.0000e-005**	**0.0203**	**5.3800e-003**	**5.0000e-005**	**5.4200e-003**	**0.0000**	**10.9939**	**10.9939**	**9.0000e-005**	**0.0000**	**10.9962**

3.7 Paving - 2039

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1352	0.5778	1.8747	3.3200e-003		0.0222	0.0222		0.0222	0.0222	0.0000	285.5793	285.5793	0.0110	0.0000	285.8540
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.1352**	**0.5778**	**1.8747**	**3.3200e-003**		**0.0222**	**0.0222**		**0.0222**	**0.0222**	**0.0000**	**285.5793**	**285.5793**	**0.0110**	**0.0000**	**285.8540**

3.7 Paving - 2039

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.2300e-003	1.2100e-003	0.0165	9.0000e-005	0.0141	5.0000e-005	0.0141	3.7400e-003	4.0000e-005	3.7800e-003	0.0000	7.9860	7.9860	8.0000e-005	0.0000	7.9880
Total	**2.2300e-003**	**1.2100e-003**	**0.0165**	**9.0000e-005**	**0.0141**	**5.0000e-005**	**0.0141**	**3.7400e-003**	**4.0000e-005**	**3.7800e-003**	**0.0000**	**7.9860**	**7.9860**	**8.0000e-005**	**0.0000**	**7.9880**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1352	0.5778	1.8747	3.3200e-003		0.0222	0.0222		0.0222	0.0222	0.0000	285.5789	285.5789	0.0110	0.0000	285.8537
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.1352**	**0.5778**	**1.8747**	**3.3200e-003**		**0.0222**	**0.0222**		**0.0222**	**0.0222**	**0.0000**	**285.5789**	**285.5789**	**0.0110**	**0.0000**	**285.8537**

3.7 Paving - 2039

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.2300e-003	1.2100e-003	0.0165	9.0000e-005	0.0141	5.0000e-005	0.0141	3.7400e-003	4.0000e-005	3.7800e-003	0.0000	7.9860	7.9860	8.0000e-005	0.0000	7.9880
Total	**2.2300e-003**	**1.2100e-003**	**0.0165**	**9.0000e-005**	**0.0141**	**5.0000e-005**	**0.0141**	**3.7400e-003**	**4.0000e-005**	**3.7800e-003**	**0.0000**	**7.9860**	**7.9860**	**8.0000e-005**	**0.0000**	**7.9880**

3.7 Paving - 2040

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	6.5700e-003	0.0238	0.1028	1.8000e-004		7.6000e-004	7.6000e-004		7.6000e-004	7.6000e-004	0.0000	15.6647	15.6647	5.3000e-004	0.0000	15.6779
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**6.5700e-003**	**0.0238**	**0.1028**	**1.8000e-004**		**7.6000e-004**	**7.6000e-004**		**7.6000e-004**	**7.6000e-004**	**0.0000**	**15.6647**	**15.6647**	**5.3000e-004**	**0.0000**	**15.6779**

3.7 Paving - 2040

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-004	6.0000e-005	7.7000e-004	0.0000	7.7000e-004	0.0000	7.7000e-004	2.1000e-004	0.0000	2.1000e-004	0.0000	0.4194	0.4194	0.0000	0.0000	0.4195
Total	**1.0000e-004**	**6.0000e-005**	**7.7000e-004**	**0.0000**	**7.7000e-004**	**0.0000**	**7.7000e-004**	**2.1000e-004**	**0.0000**	**2.1000e-004**	**0.0000**	**0.4194**	**0.4194**	**0.0000**	**0.0000**	**0.4195**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	6.5700e-003	0.0238	0.1028	1.8000e-004		7.6000e-004	7.6000e-004		7.6000e-004	7.6000e-004	0.0000	15.6647	15.6647	5.3000e-004	0.0000	15.6778
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**6.5700e-003**	**0.0238**	**0.1028**	**1.8000e-004**		**7.6000e-004**	**7.6000e-004**		**7.6000e-004**	**7.6000e-004**	**0.0000**	**15.6647**	**15.6647**	**5.3000e-004**	**0.0000**	**15.6778**

3.7 Paving - 2040

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-004	6.0000e-005	7.7000e-004	0.0000	7.7000e-004	0.0000	7.7000e-004	2.1000e-004	0.0000	2.1000e-004	0.0000	0.4194	0.4194	0.0000	0.0000	0.4195
Total	**1.0000e-004**	**6.0000e-005**	**7.7000e-004**	**0.0000**	**7.7000e-004**	**0.0000**	**7.7000e-004**	**2.1000e-004**	**0.0000**	**2.1000e-004**	**0.0000**	**0.4194**	**0.4194**	**0.0000**	**0.0000**	**0.4195**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	2.7222	17.2624	28.9361	0.0960	7.0164	0.1163	7.1327	1.8862	0.1097	1.9959	0.0000	8,837.2191	8,837.2191	0.4181	0.0000	8,847.6710
Unmitigated	2.7222	17.2624	28.9361	0.0960	7.0164	0.1163	7.1327	1.8862	0.1097	1.9959	0.0000	8,837.2191	8,837.2191	0.4181	0.0000	8,847.6710

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	5,655.00	5,655.00	5655.00	13,060,829	13,060,829
Regional Shopping Center	3,250.00	3,250.00	3250.00	5,698,241	5,698,241
Total	8,905.00	8,905.00	8,905.00	18,759,070	18,759,070

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	10.80	4.80	5.70	31.00	15.00	54.00	86	11	3
Regional Shopping Center	9.50	7.30	7.30	16.30	64.70	19.00	54	35	11

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.558186	0.040947	0.190770	0.110456	0.017401	0.005228	0.022658	0.042795	0.002118	0.002805	0.005569	0.000308	0.000759
Regional Shopping Center	0.558186	0.040947	0.190770	0.110456	0.017401	0.005228	0.022658	0.042795	0.002118	0.002805	0.005569	0.000308	0.000759

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	216.4091	216.4091	0.0895	0.0185	224.1638
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	216.4091	216.4091	0.0895	0.0185	224.1638
NaturalGas Mitigated	0.0699	0.5980	0.2605	3.8100e-003		0.0483	0.0483		0.0483	0.0483	0.0000	691.4948	691.4948	0.0133	0.0127	695.6040
NaturalGas Unmitigated	0.0699	0.5980	0.2605	3.8100e-003		0.0483	0.0483		0.0483	0.0483	0.0000	691.4948	691.4948	0.0133	0.0127	695.6040

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	1.26591e+007	0.0683	0.5833	0.2482	3.7200e-003		0.0472	0.0472		0.0472	0.0472	0.0000	675.5390	675.5390	0.0130	0.0124	679.5534
Regional Shopping Center	299000	1.6100e-003	0.0147	0.0123	9.0000e-005		1.1100e-003	1.1100e-003		1.1100e-003	1.1100e-003	0.0000	15.9558	15.9558	3.1000e-004	2.9000e-004	16.0506
Total		**0.0699**	**0.5980**	**0.2605**	**3.8100e-003**		**0.0483**	**0.0483**		**0.0483**	**0.0483**	**0.0000**	**691.4948**	**691.4948**	**0.0133**	**0.0127**	**695.6040**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	1.26591e+007	0.0683	0.5833	0.2482	3.7200e-003		0.0472	0.0472		0.0472	0.0472	0.0000	675.5390	675.5390	0.0130	0.0124	679.5534
Regional Shopping Center	299000	1.6100e-003	0.0147	0.0123	9.0000e-005		1.1100e-003	1.1100e-003		1.1100e-003	1.1100e-003	0.0000	15.9558	15.9558	3.1000e-004	2.9000e-004	16.0506
Total		**0.0699**	**0.5980**	**0.2605**	**3.8100e-003**		**0.0483**	**0.0483**		**0.0483**	**0.0483**	**0.0000**	**691.4948**	**691.4948**	**0.0133**	**0.0127**	**695.6040**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	6.12189e+006	194.7398	0.0805	0.0167	201.7180
Regional Shopping Center	681200	21.6693	8.9600e-003	1.8500e-003	22.4458
Total		**216.4091**	**0.0895**	**0.0185**	**224.1638**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	6.12189e+006	194.7398	0.0805	0.0167	201.7180
Regional Shopping Center	681200	21.6693	8.9600e-003	1.8500e-003	22.4458
Total		**216.4091**	**0.0895**	**0.0185**	**224.1638**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	7.3004	0.1249	10.8028	5.7000e-004		0.0594	0.0594		0.0594	0.0594	0.0000	17.5879	17.5879	0.0172	0.0000	18.0167
Unmitigated	7.3004	0.1249	10.8028	5.7000e-004		0.0594	0.0594		0.0594	0.0594	0.0000	17.5879	17.5879	0.0172	0.0000	18.0167

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	1.0546					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	5.9168					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.3290	0.1249	10.8028	5.7000e-004		0.0594	0.0594		0.0594	0.0594	0.0000	17.5879	17.5879	0.0172	0.0000	18.0167
Total	**7.3004**	**0.1249**	**10.8028**	**5.7000e-004**		**0.0594**	**0.0594**		**0.0594**	**0.0594**	**0.0000**	**17.5879**	**17.5879**	**0.0172**	**0.0000**	**18.0167**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	1.0546					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	5.9168					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.3290	0.1249	10.8028	5.7000e-004		0.0594	0.0594		0.0594	0.0594	0.0000	17.5879	17.5879	0.0172	0.0000	18.0167
Total	**7.3004**	**0.1249**	**10.8028**	**5.7000e-004**		**0.0594**	**0.0594**		**0.0594**	**0.0594**	**0.0000**	**17.5879**	**17.5879**	**0.0172**	**0.0000**	**18.0167**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	55.5493	3.2453	0.0785	160.0586
Unmitigated	55.5493	3.2453	0.0785	160.0586

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	94.4733 / 59.5593	52.8645	3.0879	0.0747	152.3062
Regional Shopping Center	4.81471 / 2.95095	2.6848	0.1574	3.8000e-003	7.7524
Total		**55.5493**	**3.2453**	**0.0785**	**160.0586**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	94.4733 / 59.5593	52.8645	3.0879	0.0747	152.3062
Regional Shopping Center	4.81471 / 2.95095	2.6848	0.1574	3.8000e-003	7.7524
Total		**55.5493**	**3.2453**	**0.0785**	**160.0586**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	149.2491	8.8204	0.0000	369.7583
Unmitigated	149.2491	8.8204	0.0000	369.7583

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	667	135.3950	8.0016	0.0000	335.4353
Regional Shopping Center	68.25	13.8541	0.8188	0.0000	34.3230
Total		**149.2491**	**8.8204**	**0.0000**	**369.7583**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	667	135.3950	8.0016	0.0000	335.4353
Regional Shopping Center	68.25	13.8541	0.8188	0.0000	34.3230
Total		**149.2491**	**8.8204**	**0.0000**	**369.7583**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation