881 Castro Street Mixed-Use Project

Class 32 Categorical Exemption Report

prepared by

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1 Introduction

This report serves as the technical documentation of an environmental analysis performed by Rincon Consultants, Inc. for the 881 Castro Street Mixed-Use Project in the City of Mountain View. The intent of the analysis is to document whether the project is eligible for a Class 32 Categorical Exemption (CE) pursuant to Section 15332 of the California Environmental Quality Act (CEQA) *Guidelines*. The report provides an introduction, project description, and evaluation of the project's consistency with the requirements for a Class 32 exemption. This includes an analysis of the project's potential impacts in the areas of biological resources, traffic, air quality, noise, water quality, and historic resources. The report concludes that the project is eligible for a Class 32 exemption.

Public Resources Code Section 21084 requires the *CEQA Guidelines* to include a list of classes of projects that have been determined not to have a significant effect on the environment and that are, therefore, exempt from CEQA. Categorically Exempt projects under CEQA fall into several distinct categories. A Class 32 Exemption applies to the proposed project. The *CEQA Guidelines* Section 15332 states that a Class 32 CE is allowed when:

a. The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.
b. The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.
c. The project site has no value as habitat for endangered, rare, or threatened species.
d. Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.
e. The site can be adequately served by all required utilities and public services.

Additionally, *CEQA Guidelines* Section 15300.2 outlines exceptions to the applicability of a CE, including cumulative impacts, significant effects due to unusual circumstances, scenic highways, hazardous waste sites, and historical resources. A full listing of these exceptions and an assessment of their applicability to the proposed project is provided in this report. Rincon Consultants, Inc. evaluated the project's consistency with the Class 32 criteria and the exceptions to the applicability of a CE to confirm the project's eligibility for the Class 32 exemption.

2 Project Characteristics

2.1 Existing Site Conditions

The project site is a generally flat, irregular-shaped area on the southeast corner of the intersection of Castro Street and West El Camino Real in the downtown area of Mountain View. The site address is commonly referred to as 881 Castro Street, and the site is in the P-19 (Downtown) Precise Plan area. More specifically, the project site encompasses approximately 1.43 acres on six parcels (Assessor's Parcel Numbers 158-06-008, 158-06-010, 158-06-036, 158-06-037, 158-06-038, and 158-06-039), as well as existing right-of-way for Fairmount Avenue between Castro Street and Hope Street. Figure 1 shows the regional location of the project site, and Figure 2 shows the project site's location in its local context.

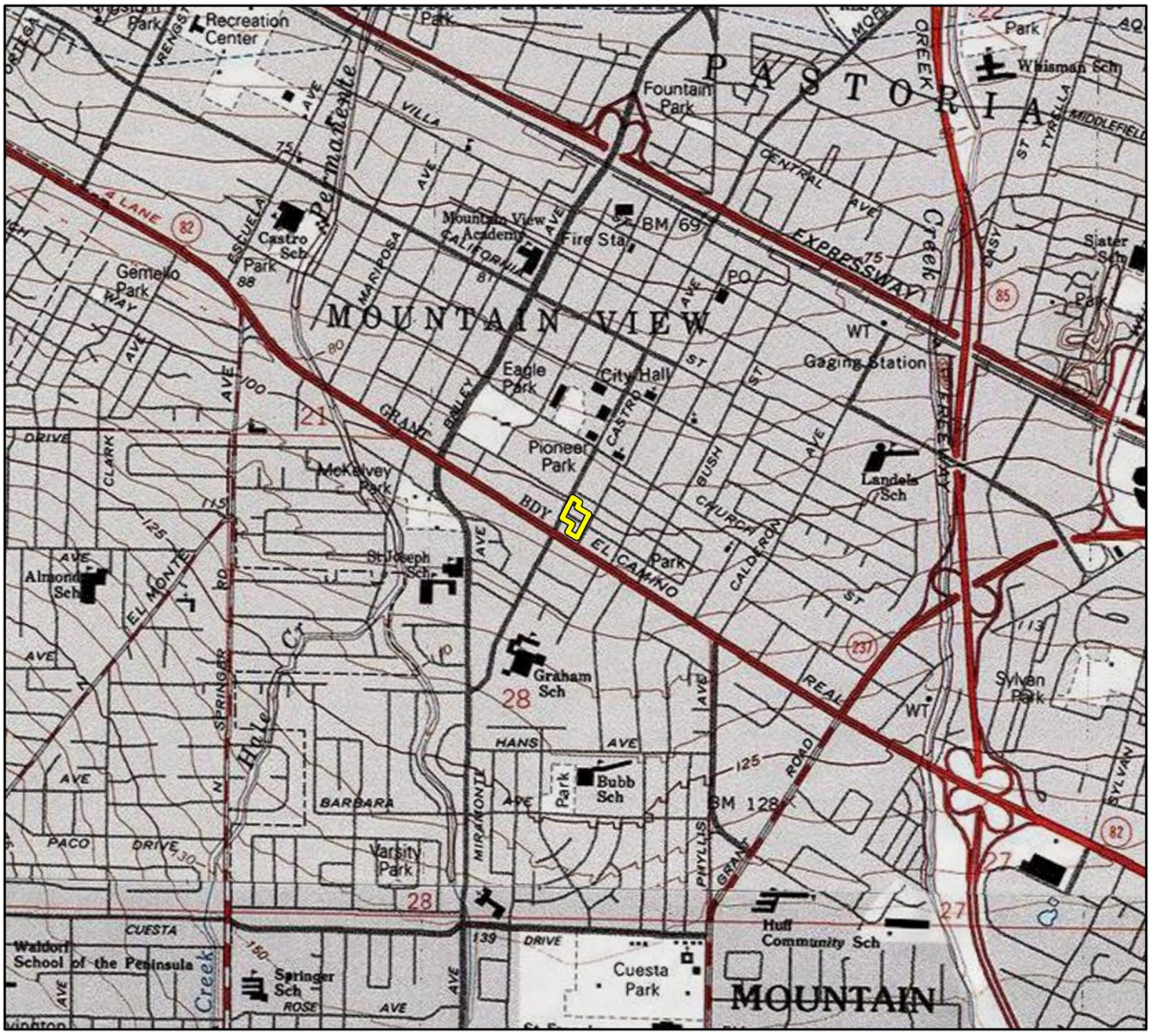
The approximately 1.43-acre site is currently developed with five single-story commercial buildings with retail and office uses and a two-story multifamily residential building. The site also includes landscaping, including approximately 28 on site trees, sidewalks, driveways, surface parking (paved), and utilities, such as overhead electric and telecommunication and belowground sanitary sewer and storm drain. Additionally, the portion of the site consisting of the right-of-way for Fairmount Avenue between Castro Street and Hope Street is developed with the paved road surface of Fairmount Avenue.

The approximately 28 trees on-site are a mix of species, but mostly London plane (*Platanus* x *hispanica*), liquidambar (*Liquidambar styraciflua*), deodar cedar (*Cedrus deodara*), Hollywood juniper (*Juniperus chinensis*), and privet (*Ligustrum japonicum*). Seven of the on-site trees meet the City's definition of a Heritage Tree. Other existing on-site landscaping consists of shrubs and maintained lawn and flowers, mostly within planters or in spaces between storefronts and sidewalks. There are no naturalized plant communities (e.g., forestland, grassland, chapparal, riparian etc.) within the project site.

Given its downtown location, the project site is surrounded by urban development in all directions. Gateway Park, a small City park, is adjacent to the southwestern corner of the project site. Office and mixed-use buildings up to four stories tall are west of the site, on the opposite side of Castro Street. Similar development is located to the south of the site, on the opposite side of El Camino Real. Conditions to the east of the project site, on the opposite side of Hope Street, consist of a single-story commercial building and numerous residential buildings up to two stories in height.

Figure 3 shows existing conditions on and around the project site.

Figure 1 Regional Project Location



Basemap provided by National Geographic Society, Esri and their licensors © 2024. Mountain View Quadrangle. T06S R02W S28. The topographic representation depicted in this map may not portray all of the features currently found in the vicinity today and/or features depicted in this map may have changed since the original topographic map was assembled.

Figure 2 Project Site Location

Imagery provided by Microsoft Bing and its licensors © 2024.

24-16059 EPS
Fig 2 Project Location

Figure 3 Photographs of the Project Site

Photograph 1. Southerly view from near the intersection of Castro Street and Yosemite Avenue. The project site is visible to the left side of the photo, characterized by retail buildings.

Photograph 2. Easterly view of project site from Castro Street. This photo shows the area of the project site characterized by retail buildings and Fairmont Avenue.

Photograph 3. Easterly view of the project site from Gateway Park. This area of the project site is characterized by the existing bank and office building.

Photograph 4. Northerly view from internal to the project site near Fairmont Avenue. This area of the project site is characterized by surface parking for existing businesses on-site.

2.2 Project Description

The proposed project would involve demolition of existing on-site buildings and development (utilities, sidewalks, roadways, surface parking, etc.) and consolidation of the six parcels comprising the site into a single parcel. Following demolition of existing on-site development and consolidation of the site property, the project applicant would construct an eight-story podium-style building on the project site. The building would include five levels of wood-frame construction over two levels of concrete construction. Additionally, two stories of below-grade parking would be provided. The building rooftop would include photovoltaic solar panels and heating, ventilation, and air conditioning (HVAC) equipment. The maximum building height would be approximately 103 feet above grade.

The building would be mixed use with a total floor area of approximately 293,756 square feet, providing commercial/retail space and residential units. The ground floor of the building would contain approximately 9,743 square feet of commercial/retail space as well as residential support spaces, such as a leasing office and lobby, utility and storage rooms, a trash room, bike storage room, and coworking space. The ground floor would also contain six residential units. The second through eighth floor of the building would contain residential units, as well as landscaped decks/outdoor open spaces. A total of 140 residential dwelling units would be provided, consisting of a mix of studio, one-bedroom, two-bedroom, and three-bedroom units. Figure 4 shows the conceptual site plan for the ground floor of the building. Table 1 provides a summary of the building floor area composition.

Table 1 Building Floor Area Composition

Use/Space Type	Level 1	Level 2	Level 3	Level 4	Level 5	Level 6	Level 7	Level 8	Total
Residential Area	8,941	27,317	28,595	30,141	27,691	27,973	24,239	22,811	**199,151**
Residential Decks	1,446	3,813	3,993	2,161	4,088	1,388	2,038	1,565	**20,647**
Landscape Decks		118	336	798	280		303		**1,835**
Commercial Area	9,743								**9,743**
Community Room	612								**612**
Amenity Space	6,428	76	76	569	694	76	1,007		**8,622**
Utility Area	5,559	1,095	1,095	1,095	1,095	1,095	1,106	1,106	**13,246**
Circulation Area	2,227	5,462	5,462	5,597	5,178	5,178	5,398	5,398	**39,900**
Total	**34,956**	**37,805**	**39,490**	**40,437**	**39,026**	**35,710**	**34,091**	**32,323**	**293,756**

Note: All values in table are in square feet

Source: Applicant provided site plans dated May 31, 2024

The project would include pedestrian “paseos,” which are walkable pathways within the project. The main paseo would be created by converting existing Fairmont Avenue within the project site into a publicly accessible walkable corridor passing through the ground level of the proposed building. The main paseo would include architectural details and various building components such as residential porches, canopies, terraces and balconies along its length. It would be interspersed with outdoor dining elements, benches, cobbled stone walkways, benches and drought tolerant landscaping. The proposed main paseo is shown in Figure 5, which is a conceptual rendering of the proposed project.

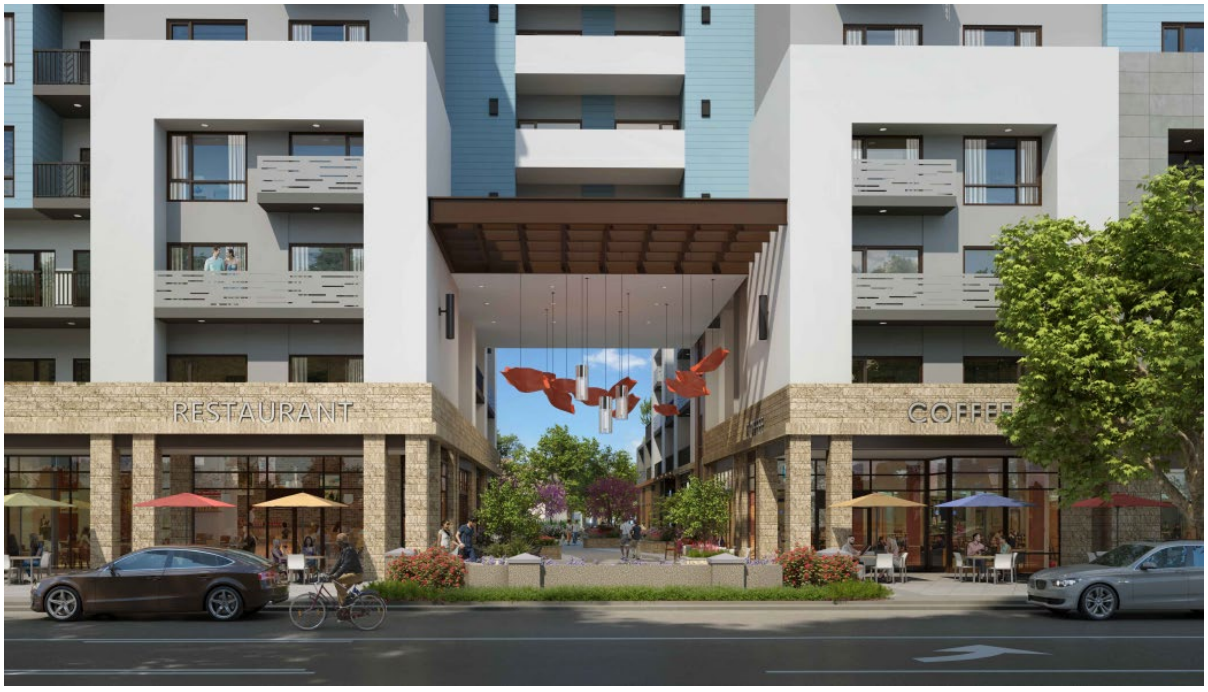
Figure 4 Proposed Site Plan[1]

Source: Kenneth Rodrigues & Partners, Inc. 2024

[1] Ground floor only. Upper floors would consist of standard floor-plan residential units.

Figure 5 Proposed Building Renderings

Proposed building from the intersection of Castro Street and El Camino Real
Source: Kenneth Rodrigues & Partners, Inc.



Paseo of proposed building from Castro Street
Source: DES Architects + Engineers

Circulation and Parking

The proposed building would include a parking garage consisting of two levels of below-grade parking. Ingress and egress to the parking garage would be from a single driveway on Hope Street, on the east side of the building, as shown on Figure 4. A total of 200 parking spaces would be provided. The provided parking stalls would include 32 spaces for the commercial use, a single commercial loading space, and the remaining parking spaces for building residents.

The building would also provide 164 bicycle spaces, including 14 short-term visitor residential parking spaces, 10 short-term commercial spaces, and 140 long-term spaces. Aside from the ingress/egress ramp into the garage, no vehicle circulation would be provided on the site. All circulation on the project site at street level would be pedestrian and bicycle. The proposed 164 bicycle spaces would exceed the minimum requirement stated in the Municipal Code, which is 154 spaces.

Landscaping

There are approximately 28 trees on the project site (not inclusive of street trees or trees at the gateway park). Approximately 18 of the trees would be removed during project construction. Ten of the onsite trees would be preserved and retained on-site. These existing trees will contribute to the site landscaping. The proposed project would also include planting new trees, as both new street trees and elsewhere on the project site, such as landscape decks and around the main paseo area. Species used for tree plantings would include cork bark maple (*Acer palmatum* "Sango Kaku"), western redbud (*Cercis occidentalis*), Saratoga hybrid laurel (*Laurus nobilis* "Saratoga"), scarlet oak (*Quercus coccinea*), blue oak (*Quercus douglasii*), Brisbane box (*Tristania conferta*), and chitalpa (x*Chitalpa tashkentensis*). In addition to the tree plantings, the project would include a mix of shrubs and ground cover on residential and landscape decks, as well as within bioretention areas. The main paseo would be lined with planters containing landscaping. Project landscaping would meet the City's Water Efficient Landscape requirements and would consist of species native to California.

Construction

Project construction would commence with the demolition of existing structures and development on the project site. Construction fencing would be installed at the site perimeter as indicated on the approved site plan and where possible placing the construction fencing at the back of the existing sidewalk to maintain pedestrian circulation. Hope Street between El Camino Real and Fairmont Avenue would be used for construction ingress and egress to the site solely off of El Camino Real, but would remain open to vehicles during construction. All staging of construction toilets, dumpsters, and trade contractor job containers would remain within the construction fencing perimeter. Tree protection fencing would be installed around existing trees to be preserved and retained. Project construction would require the removal of approximately 31 trees inclusive of onsite trees and street trees, some of which meet the City's definition of a Heritage Tree. All trees at Gateway Park and located on adjacent private properties would be maintained and not damaged by the project.

Construction would occur Monday through Friday between the hours of 7:00 a.m. and 6:00 p.m. Construction is not planned on weekends. If weekend construction were to become necessary, no construction would occur on Sundays, and Saturday construction would require City approval. Construction would last for approximately 30 months. Equipment would include water trucks, skip loaders, forklifts, dump trucks, concrete pumps and trucks, cranes, and trailers, among other pieces of typical equipment. Equipment would be staged and stored on the project site. A total of approximately 42,750 cubic yards of soil material would be exported from the site during construction, primarily the result of the proposed below-grade parking.

3 Consistency Analysis

3.1 Criterion (a)

The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.

According to the City's General Plan, the land use designation of most of the project site is Downtown Mixed-Use, with a small area designated as Medium Density Residential. Within the Downtown Mixed-Use land use designation, development is guided by the Downtown Precise Plan. According to the Downtown Precise Plan, the project site is within Area J of the plan area, which is called "East of Castro Street Frontage" (City of Mountain View 2024) Within Area J most commercial and retail uses are permitted, including restaurants without drive-through facilities. Residential is a provisional use on upper floors of buildings at a maximum density of 50 dwelling units per acre. Maximum height in Area J is four stories or 55 feet, whichever is less, along Castro Street. Maximum height along Hope Street is three stories or 35 feet, whichever is less. All parking in Area J must be provided on-site and surface parking is strongly discouraged (City of Mountain View 2024). The Medium Density Residential land use designation allows for a mix of single- and multi-family housing with a density of 13 to 25 dwelling units per acre.

Pursuant to the Mountain View Municipal Code, the project site is zoned Planned Community/Precise Plan. Specifically, the P-19 Precise Plan, according to Section 36.22.05 of the Municipal Code, the Planned Community/Precise Plan is designed to provide for those uses or combinations of uses which may be appropriately developed as a planned area development. There are no height, area, or yard requirements in the zoning district except as may be imposed by the applicable precise plan or as conditions upon the granting of a planned community permit (Mountain View Municipal Code Section 36.22.20). According to Mountain View Municipal Code Section 36.22.30, a planned community permit is required except as specified in an applicable precise plan prior to the development of any use within a Planned Community district, other than crop and tree farming. The permit must set forth with particularity the nature of each use to be permitted and define the location and extent of each such permitted use by reference to a map or maps attached to the permit.

The project applicant is requesting a planned community permit pursuant to Mountain View Municipal Code Section 36.22.30. The issuance of a planned community permit is consistent with the General Plan designation because the Downtown Mixed-Use land use designation is guided by the Downtown Precise Plan. Additionally, the project would be consistent with the overall land use policies specified in the Downtown Precise Plan, including:

- Concentrate pedestrian-oriented uses along Castro Street and cross streets and extending one block on either side of Castro Street.

  Project Consistency: The project would improve the existing sidewalk along its frontage of Castro Street with new landscaping and landscaping amenities, such as benches and tables. The main paseo would provide a pedestrian connection extending one block east of Castro Street to Hope Street.

- Focus new office development on the 400 blocks of Castro Street and in Area I.

  Project Consistency: The proposed project does not include office development. But it may allow for office development with approval of a Conditional Use Permit.
- Focus new residential development in the Transition Areas and in mixed-use projects.

  Project Consistency: The proposed project is a mixed-use project.
- Ensure that sufficient and well-designed parking is provided for all new development. Maintain and encourage convenient parking for all uses.

  Project Consistency: The proposed project would exceed parking requirements. Parking would be provided in a below-grade parking garage.
- Preserve and enhance existing residential neighborhoods in and near downtown, including linking surrounding residential neighborhoods to the downtown core with attractive street improvements and pedestrian connection.

  Project Consistency: The project would include improve the existing sidewalk along its frontage of Castro Street, El Camino Real, and Hope Street with new landscaping and landscaping amenities, such as benches and tables. The main paseo would provide a pedestrian connection between the commercial uses on Castro Street and the residential neighborhood along Hope Street.

As allowed per state legislation, specifically the incentives concession and waivers per the State Density Bonus Law and AB 1287, the proposed project is consistent with the development standards for Area J in the Downtown Precise Plan. The planned community permit that must be obtained for the project would allow for the project to be constructed compliant with the State's density bonus program and AB 1287.

In summary, projects in Downtown Mixed-Use land use designation must be consistent with the Downtown Precise Plan. In order for the proposed project to proceed, the project applicant must obtain a planned community permit pursuant to Section 36.22 of the Mountain View Municipal Code. Therefore, the project would be consistent with the applicable General Plan land use designation and policies, as well as the applicable zoning regulations. The project would meet the requirements of *criterion (a).*

3.2 Criterion (b)

The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.

The proposed project is at the corner of the intersection of Castro Street and El Camino Real, which is within the limits of the City of Mountain View. The project site is comprised of six parcels with a combined total area of approximately 1.43 acres. The location of the project site is in the downtown area of Mountain View. Urban uses surround the project site in all directions for numerous blocks. Therefore, the project would occur within city limits on a site of less than five acres that is surrounded by urban uses. The proposed project would meet the requirements of *criterion (b).*

3.3 Criterion (c)

The project site has no value as habitat for endangered, rare, or threatened species.

The project site is located within a highly developed urban area that lacks habitat that would be suitable for sensitive animal or plant species. The project site is developed with five single-story commercial buildings with retail and office uses and a two-story multifamily residential building. Paved surface parking and roadway surface are also present within the project site.

A search of the United States Fish and Wildlife Service (USFWS) Information Planning and Consultation (IPaC) system concluded that the project site does not contain critical habitats (USFWS 2024a). The IPaC system identified 13 endangered, rare, or threatened species known to occur in the general area. The identified species are associated with open water, marsh, and vernal pool habitat, as well as eucalyptus trees. Given the developed and urban conditions of the project site, as well as distance from required habitats (e.g., open water, cliffs, brackish marsh, etc.), the proposed project would have no impacts on these species or their habitat. Kielty Arborist Services prepared an arborist report for the project in May 5, 2025. The arborist report is included in the site plan set for the project. According to the arborists report, there are 28 existing trees on-site. Because the trees are located in areas of high human activity and presence (i.e., downtown), and are isolated from forestlands, natural water bodies, and other natural habitat, they do not provide structure or habitat for endangered, rare, or threatened birds or other species. Although the on-site trees are not habitat for endangered, rare, or threatened bird species, if removal occurs during the migratory nesting season, a preconstruction nesting survey would be required pursuant to the City's Standard Condition of Approval, *Preconstruction Nesting Bird Survey*.

Additionally, the project site does not contain special-status plant and wildlife taxa recognized on the California Native Plant Society (CNPS) Online Inventory of Rare and Endangered Plants of California (CNPS 2024) and the California Department of Fish and Wildlife's State and Federally Listed Endangered, Threatened, And Rare Plants of California (California Department of Fish and Wildlife 2024). The project site is located within a developed area that lacks habitat that would be suitable for endangered, rare, or threatened species.

Due to the developed nature of the project site and surrounding areas, the project site does not have value as habitat for endangered, rare, or threatened species. Therefore, the proposed project would meet the requirements of *criterion (c).*

3.4 Criterion (d)

Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.

The following discussion provides an analysis of the project's potential effects with respect to traffic, noise, air quality, and water quality.

3.4.1 Traffic

Trip Generation

Hexagon Transportation Consultants, Inc. prepared a Multi-Modal Transportation Analysis (MTA) for the proposed project, which is included as Appendix A to this report. As discussed in the MTA,

Hexagon calculated the gross project trips and net project trips that would be expected from operation of the project. The gross project trips are the new vehicle trips that the project would generate without accounting for the existing vehicle trips to and from the project site that would no longer occur after existing on-site land uses are demolished. Net project trips are the total new trips that would after existing trips are subtracted from the gross project trips. Project operational vehicle trip generation rates were based on trip rates for Multifamily Housing Not Close to Rail Transit/Mid-Rise (Land Use Code 221) and Strip Retail Plaza (Land Use Code 822) from the Institute of Transportation Engineers Trip Generation Manual, 11th Edition. The number of vehicle trips that occur from existing on-site uses was based on driveway counts conducted on September 24, 2024.

The following trip reductions were applied to the trip generation rates consistent with Santa Clara Valley Transportation Authority (VTA) guidance: 1) residential/retail internal trip reduction; 2) transit trip reduction; and 3) pass-by retail trip reduction. The first trip reduction assumes that the mixed-use element of the project would allow residents to walk to retail uses, avoiding the need to use vehicles. The second reduction assumes that some transit use would occur because there is a major bus stop within 2,000 feet of the project site. The third trip reduction assumes that some trips generated from the commercial component of the project would be trips that occur regardless, such as people already driving past the site who decide to stop and visit a retail shop.

As shown in Table 2, the gross project trips resulting from the project is expected to be 836 daily vehicle trips, and when the existing 230 daily trips from on-site uses are subtract, a net total of 606 daily vehicle trips. Table 2 also shows net new trips during morning rush hour (AM peak hour) and evening rush hour (PM peak hour). AM peak hour is defined as 7:00 AM to 9:00 AM and PM peak hour is defined as 4:00 PM to 6:00 PM.

Table 2 Trip Generation

			AM Peak Hour			PM Peak Hour		
Land Use	**Size**	**Daily**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
Mid-Rise Multifamily Residential	**140 units**	**636**	**12**	**40**	**52**	**33**	**22**	**55**
-Residential/Retail Internal Capture Reduction (15%)		-80	-1	-2	-3	-4	-4	-8
-Transit Reduction (2%)		-11	0	-1	-1	-1	0	-1
Sub-Total Residential		**545**	**11**	**37**	**48**	**28**	**18**	**46**
Retail	**9,743 square feet**	**532**	**14**	**9**	**23**	**32**	**32**	**64**
-Residential/Retail Internal Capture Reduction (15%)		-80	-2	-1	-3	-4	-4	-8
-Pass-By Reduction (30%)		-136	0	0	0	-8	-9	-17
Sub-Total Retail		**316**	**12**	**8**	**20**	**20**	**19**	**39**
Gross Proposed Trips		**861**	**23**	**45**	**68**	**48**	**37**	**85**
Existing Uses		230	14	4	18	11	17	28
Net Project Trips		**631**	**9**	**41**	**50**	**37**	**20**	**57**

Notes:

1. Residential/retail internal trip reductions were applied to the project per the 2014 Santa Clara VTA Guidelines.
2. Pursuant to VTA Guidelines, a transit trip reduction is applied because the site is within 2,000 feet of a major bus stop.
3. Pass-by trip reduction is based on maximum allowable pass-by trip reduction rate in the VTA Guidelines for the peak hour.

Source: Appendix A

Vehicle Miles Traveled

Pursuant to Senate Bill 743, transportation impacts should be measured using vehicle miles travelled (VMT) instead of the previously used Level of Service (LOS) (California Office of Planning and Research [OPR] 2018). Reducing VMT is an effective climate strategy and is intended to decrease greenhouse gas emissions associated with the transportation sector while increasing benefits to human health.

The City's VMT policy establishes certain projects that are presumed to have a less than significant impact per the CEQA guidance and do not require a VMT analysis. Among the types of projects presumed to have a less than significant impact includes residential and employment projects located in areas of low VMT, defined as exhibiting VMT that is 15 percent or greater below the existing nine-county Bay Area regional reference average VMT. Reference average VMT per capita or per employee are obtained from VMT.

As part of the MTA, Hexagon obtained the most current reference average VMT per capita, which is 13.95 miles per capita (Appendix A). When the 13.95 is multiplied by 15 percent, the resultant threshold for less than significant impacts is 11.86 miles per capita. According to the MTA, without the proposed project, existing VMT in the project area is 11.28 miles per capita, which is below the threshold of 11.86. With the addition of the project, VMT per capita is 11.04, which is also below the threshold. Because VMT in the area, including with the proposed project, would be below the threshold of 11.86 miles per capita, impacts would be less than significant.

Site Access

Vehicle access to the project site would be provided via a new driveway on Hope Street between Fairmont Avenue and El Camino Real. Based on the Mountain View Municipal Code (Section 36.32.80), two-way driveways should be a minimum of 18 feet, with no maximum requirement. The project's driveway would be 25 feet wide, which would satisfy the City's requirements. There would be adequate site access.

Construction Traffic

Construction would occur within the hours the City allows for construction activities. Specifically, the City's Municipal Code Section 8.70, allows for construction Monday through Friday between 7:00 a.m. to 6:00 p.m. and no construction activity on Saturday and Sunday. Buildout of the proposed project would not involve road closures that would significantly affect emergency vehicle access or create significant hazards to bicycles and pedestrians. Construction trips would generally be staggered throughout the day, with most trips occurring during off-peak hours. Furthermore, construction traffic impacts are temporary by their nature and would have no effect on traffic and circulation beyond the construction period.

Conclusion

Based on the assessment of traffic impacts and site access above, there would be no significant impacts related to transportation or traffic.

3.4.2 Noise

The primary existing source of noise in the project site vicinity is motor vehicle traffic, including automobiles, trucks, buses, and motorcycles. As collector streets, El Camino Real and Castro Street produce noise from vehicles. Traffic on Hope Street and Fairmont Avenue also contribute to existing noise levels in the project area. Other noise sources include typical urban activities, such as car horns, people talking, and landscape maintenance equipment (e.g., mowers, leaf blowers, etc.)

Construction of the project would have the potential to create noise levels above ambient noise conditions on a temporary basis. The project would result in temporary noise level increases during site preparation, grading, paving, building, and architectural coating activities. Construction noise would typically be higher during the more equipment-intensive phases of initial construction (i.e., demolition, site preparation and grading work) and would be lower during the later construction phases (i.e., building construction and paving). This is because earlier construction phases typically involve the loudest equipment, such as dozers and dump trucks.

To determine construction noise impacts, noise was estimated at residences closest to the project site using the Federal Highway Administration (FHWA) Roadway Construction Noise Model (RCNM) Version 1.1, shown in Table 3. Over the course of a typical construction day, construction equipment would be located as close as 85 feet to the nearest residential and park use. This construction would typically be located at an average distance further away over an 8-hour period due to the nature of construction where equipment is mobile throughout the day. Table 3 shows the construction noise levels attributable to each construction phase modeled at nearby residential receptors.

Table 3 Estimated Construction Noise Levels

	Estimated Noise Levels (dBA L_{eq})			
Construction Phase	RCNM Reference Noise Level (50 feet)	Single-Family Residence to the North (85 feet)	Gateway Park to the South (85 feet)	Single-Family Residence to the East (160 feet)
Demolition	80	75	75	70
Site Preparation	81	76	76	71
Grading	84	79	79	74
Building Construction	75	70	70	65
Paving	75	70	70	65

Roadway Construction Noise Model data sheets and assumptions are included in Appendix B.

The Federal Transit Administration has established 80 dBA $L_{eq\ (8\text{-}hour)}$ as the threshold for construction noise at residential land uses (Federal Transit Administration 2018). As shown in Table 3, noise levels at the nearest residential uses to the north would not exceed the FTA's residential construction noise threshold of 80 dBA $L_{eq\ (8\text{-}hour)}$. In addition, construction would occur within the hours the City allows for construction activities. Specifically, the City's Municipal Code Section 8.70, allows for construction Monday through Friday between 7:00 a.m. to 6:00 p.m. and no construction activity on Saturday and Sunday. These are the hours and days when many people are away from their residences and at work or school. These are also daytime hours when fewer people tend to sleep, and noise is less obtrusive. Therefore, project construction noise impacts would be less than significant.

The primary on-site operational noise source from the project would be from mechanical equipment such as HVAC units. This analysis assumes the use of a typical HVAC system for multi-family residential sites, which is a 2.5-ton Carrier 24ABA4030 air conditioner with Puron refrigerant that has a sound power level of 76 dBA, which is equivalent to a sound pressure level (SPL) of 68 dBA L_{eq}. To provide a reasonable worst-case (i.e., loudest) analysis, two HVAC units operating simultaneously were modeled at the same location on the proposed roof approximately 30 feet from the residential land use to the north, which is the nearest sensitive receptor to the project.

Accounting for the 30-foot distance between the proposed HVAC units and the residential property line to the north and the proposed 6-foot parapet wall on the roof's edge, shown in the architectural plans for this project (Kenneth Rodrigues 2024) (which would provide at least an estimated noise reduction of 5 dBA), noise generated by the project's HVAC equipment would attenuate to approximately 46 dBA L_{eq} at the adjacent residential property line to the north. All other sensitive receptors would be located at a further distance away and therefore, project generated noise would lower at those locations. As stated in the City's Municipal Code Section 21.26(a) (MVMC 2024), noise generated by the project's HVAC equipment would not exceed the City's nighttime noise limit of 50 dBA at the receiving residential property line to the north, and impacts would be less than significant.

Additional on-site noise sources such as landscape maintenance and conversations would be typical of noise generated by neighboring land uses and would not substantially contribute to overall ambient noise levels. Therefore, on-site project operations would have a less than significant impact.

The project's increase in traffic noise was estimated by adding the project daily trip generation (see Table 2) to the existing average daily traffic (ADT) volume on the surrounding roadways according to Replica's modeled data about activity in the built environment (Replica 2023). The addition of 606 daily vehicle trips associated with project operation would result in an increase in traffic noise that would be up to approximately 0.4 dBA L_{dn}. Although the City does not have specific noise level criteria for assessing traffic noise impacts. The following thresholds of significance are similar to those recommended by the Federal Aviation Administration (FAA) (FICON 2020), which use criteria based on transportation noise increases and are commonly applied to roadway traffic noise analyses under CEQA. A significant impact would occur if traffic noise increases the existing noise environment by the following:

- Greater than 1.5 dBA L_{dn} for ambient noise environments of 65 dBA L_{dn} and higher.
- Greater than 3 dBA L_{dn} for ambient noise environments of 60 to 64 L_{dn}.
- Greater than 5 dBA L_{dn} for ambient noise environments of less than 60 dBA L_{dn}.

Based on the ambient noise measurements recorded on October 21, 2024, by Rincon Consultants, the existing ambient noise level near the southeast corner of the project site, at the intersection of W. El Camino Real (I-82) and Hope Street is 75 dBA L_{dn} at 50 feet. A significant impact would occur if project-related traffic increases the 75 dBA L_{dn} ambient noise environment of noise-sensitive locations by 1.5 dBA L_{dn} or more (FICON 2020). As the project would result in a traffic noise increase 0.4 dBA L_{dn}, the project's traffic noise increase would not exceed 1.5 dBA L_{dn} or more. Additionally, traffic noise level increases on other surrounding roadways would be a smaller increase. Therefore, impacts would be less than significant.

Groundborne Vibration

The project does not include any substantial vibration sources associated with operation. Therefore, construction activities have the greatest potential to generate groundborne vibration affecting nearby receptors, especially during grading and excavation of the project site. According to the project applicant, impact pile driving is not proposed. Foundation piles would be drilled and set. Rubber-tire loaders would be used when within close distances to nearby buildings. Table 4 identifies vibration velocity levels at the nearby sensitive receptors for the various types of equipment that would operate during project construction. As shown in Table 4, as the multi-family residential building to the north is the closest building to the proposed project, specific distances have been implemented as a construction best management practice for consideration of potential vibration levels.

Table 4 Construction Vibration Levels

	in/sec PPV		
Equipment	**Reference Level**	**Residences to the North (864 Hope Street)**	**Adjacent Commercial Building to the North (821 Castro Street)**
Distance (feet)	**25**	**30**	**15**
Large Bulldozer	0.089	0.068	0.191
Drill Rig	0.089	0.068	0.191
Loaded Trucks	0.076	0.058	0.164
Small Bulldozer	0.003	0.002	0.006
Distance (feet)	25	70	140
Vibratory Roller	0.210	0.045	0.016
FTA Threshold for Building Damage		0.2	0.3
Threshold Exceeded?		**No**	**No**

PPV = peak particle velocity; in/sec = inches per second

Vibration analysis worksheets are included in Appendix C.

Source: Federal Transit Administration 2018.

The city does not have a quantified threshold against which to assess vibration impacts during construction and operation. Therefore, the *Transit Noise and Vibration Impact Assessment Manual* (Federal Transit Administration 2018) was used to evaluate potential construction vibration impacts related to potential building damage. Construction vibration impacts facilitated by the project would be significant if vibration levels exceed the Federal Transit Administration's criteria shown in Table 4. For example, impacts would be significant if vibration levels exceed 0.2 in/sec PPV at residential structures, and 0.3 in/sec PPV at commercial structures. This is the limit where minor cosmetic (i.e., non-structural) damage may occur to these buildings. Therefore, for a conservative analysis to these buildings, construction vibration impacts would be significant if vibration levels exceed 0.2 in/sec PPV at nearby residential buildings or 0.3 in/sec PPV at nearby commercial buildings.

Based on the information presented in Table 4, vibration levels from a large bulldozer would be up to approximately 0.191 in/sec PPV at the commercial building adjacent to the north and 0.068 in/sec PPV at the residential building to the north. Therefore, construction vibration would not

exceed the 0.3 in/sec PPV threshold for structural damage to nearby commercial structures or the 0.2 in/sec PPV threshold for residential buildings and impacts would be less than significant.

Conclusion

Based on the assessment of the temporary and long-term increase in noise and groundborne vibration there would be no significant impacts related to noise.

3.4.3 Air Quality

A significant adverse air quality impact may occur when a project individually or cumulatively interferes with progress toward the attainment of the ozone standard by releasing emissions that equal or exceed the established long-term quantitative thresholds for pollutants or causes an exceedance of a state or federal ambient air quality standard for a criteria pollutant or pollutants. Primary criteria pollutants are emitted directly from a source (e.g., vehicle tailpipe, an exhaust stack of a factory, etc.) into the atmosphere. Commonly found primary criteria pollutants include reactive organic gases (ROG), nitric oxides (NO_x), carbon monoxide (CO), and particulate matter (PM_{10} and $PM_{2.5}$). PM $_{10}$ is particulate matter measuring no more than 10 microns in diameter, while $PM_{2.5}$ is fine particulate matter measuring no more than 2.5 microns in diameter.

Significance Thresholds

Because the project site is located within the San Francisco Bay Area Air Basin (SFBAAB) and falls under the Bay Area Air Quality Management District (BAAQMD), this air quality analysis conforms to the methodologies recommended in the BAAQMD's 2022 CEQA Air Quality Guidelines (BAAQMD 2022).

The following significance thresholds have been recommended by the BAAQMD for construction-related air quality impacts and project operation-related air quality impacts. For the purposes of this analysis, the project would result in a significant impact if construction or operational emissions would exceed any of the thresholds shown in Table 5.

Table 5 BAAQMD Air Quality Thresholds of Significance

Pollutant/Precursor	Construction: Average Daily Emissions (lbs/day)	Operation: Average Daily Emissions (lbs/day)	Operation: Maximum Annual Emissions (tpy)
ROG	54	54	10
NO_X	54	54	10
PM_{10}	82 (exhaust)	82	15
$PM_{2.5}$	54 (exhaust)	54	10

lbs/day = pounds per day; tpy = tons per year; ROG = reactive organic gases; NO_X = oxides of nitrogen; PM_{10} = respirable particulate matter with an aerodynamic resistance diameter of 10 micrometers or less.; $PM_{2.5}$ = fine particulate matter with an aerodynamic resistance diameter of 2.5 micrometers or less

Source: BAAQMD 2022

Methodology

The air pollutant emissions generated by project construction and operation were estimated using the California Emissions Estimator Model (CalEEMod), version 2022.1. CalEEMod uses project-specific information, including the project's land uses, square footage for different uses (e.g., residential, commercial, townhouses), and location, to model a project's construction and operational emissions. The analysis reflects the construction and operation of the project as described under Section 2, *Project Description*. User-defined inputs were used where possible, based on information supplied by the project applicant. The CalEEMod output report is provided as Appendix D to this report.

Construction Emissions

Development of the proposed project would involve parking pavement demolition, site grading, excavation, new building construction, and other construction-related activities that have the potential to generate substantial air pollutant emissions. Temporary construction emissions from these activities were estimated using CalEEMod, based on the gross amount of proposed new residential space. Table 6 shows the maximum daily construction emissions.

Table 6 Construction Emissions

	Maximum Daily Emissions (lbs/day)					
Year	ROG	NO_X	CO	PM_{10}	$PM_{2.5}$	SO_X
2025	0.40	3.48	11.6	0.51	0.17	0.02
2026	1.80	13.6	26.6	2.29	0.83	0.05
2027	1.79	15.9	30.7	2.84	1.00	0.06
2028	1.29	9.92	14.2	1.74	0.63	0.02
Maximum Construction Emissions	1.80	15.9	30.7	2.84	1.00	0.06
Average Daily Construction Emissions	1.20	9.79	16.0	1.67	0.61	0.03
BAAQMD Thresholds	54	54	N/A	82	54	N/A
Threshold Exceeded?	No	No	N/A	No	No	N/A

See Appendix D for CalEEMod worksheets; emission data presented is the highest of winter or summer outputs

N/A = not applicable; lbs/day = pounds per day; ROG = reactive organic gases; NO_X = oxides of nitrogen; CO = Carbon Monoxide; $PM_{2.5}$ = fine particulate matter with an aerodynamic resistance diameter of 2.5 micrometers or less; PM_{10} = respirable particulate matter with an aerodynamic resistance diameter of 10 micrometers or less; SO_x = oxides of sulfur.

No BAAQMD threshold for CO or SO_X,

As shown in Table 6, the estimated construction emissions of the project would not exceed BAAQMD thresholds. Therefore, construction of the proposed project would result in no significant air quality impacts.

Operational Emissions

Long-term operational emissions associated with the proposed project are those associated with vehicle trips (mobile emissions), the use of electricity (energy), and consumer products and architectural coatings (area source emissions) upon buildout of the project. Total operational emissions are shown in Table 7.

Table 7 Operational Emissions

Sources	Average Daily Emissions (lbs/day)					
	ROG	NO_X	CO	PM_{10}	$PM_{2.5}$	SO_X
Total Operational Emissions	11.5	3.72	33.5	5.15	1.44	0.06
BAAQMD Thresholds	54	54	N/A	82	54	N/A
Threshold Exceeded?	No	No	N/A	No	No	N/A

See Appendix D for CalEEMod worksheets; emission data presented is the highest of winter or summer outputs

N/A = not applicable; lbs/day = pounds per day; ROG = reactive organic gases; NO_X = oxides of nitrogen; CO = Carbon Monoxide; $PM_{2.5}$ = fine particulate matter with an aerodynamic resistance diameter of 2.5 micrometers or less; PM_{10} = respirable particulate matter with an aerodynamic resistance diameter of 10 micrometers or less; SO_x = oxides of sulfur.

No BAAQMD threshold for CO or SO_X,

Conclusion

Construction and operational emissions would not exceed BAAQMD thresholds for any criteria pollutant and would comply with BAAQMD criteria pollutant thresholds. The proposed project would not result in individually or cumulatively significant impacts to air quality. This impact would be less than significant.

3.4.4 Water Quality

Urban runoff can have a variety of deleterious effects on water quality and water resources (United States Environmental Protection Agency 2024). Oil and grease contain a number of hydrocarbon compounds, some of which are toxic to aquatic organisms at low concentrations. Heavy metals such as lead, cadmium, and copper are the most common metals found in urban stormwater runoff. These metals can be toxic to aquatic organisms and have the potential to contaminate drinking water supplies. Additionally, potential runoff may occur during construction, as stormwater runoff leaving construction sites can carry sediments, construction debris, oil, and chemicals off site. Runoff during operation may occur as landscaping chemicals and impervious surface debris may be carried off site by stormwater.

As part of Section 402 of the Clean Water Act, the U.S. Environmental Protection Agency has established regulations under the National Pollutant Discharge Elimination System (NPDES) program to control both construction and operation stormwater discharges. In the Bay Area, the San Francisco Regional Water Quality Control Board (RWQCB) administers the NPDES permitting program and is responsible for developing permitting requirements. The proposed project would be subject to the San Francisco Bay Region Municipal Regional Stormwater NPDES Permit (MRP) – NPDES Permit Order No. R2-2015-0049, and all provisions set forth in Section C.3, *New Development and Redevelopment*.

Under the conditions of the permitting program, the project applicant would be required to eliminate or reduce non-stormwater discharges into storm drain systems and watercourses and adhere to best management practices (BMPs) for stormwater management during project construction (RWQCB 2015). The proposed project would disturb at least one acre of land, and therefore must obtain and adhere to a General Permit for Discharges of Storm Water Associated with Construction Activity (2009-0009-DWQ General Permit). As part of this permit, the applicant must implement a construction Stormwater Pollution Prevention Plan (SWPPP) that contains BMPs and control measures to implement during construction to avoid erosion and release of construction materials and fluids. Stormwater pollutant control measures that should be

incorporated in this plan include erosion control, run-on and runoff control, sediment control, advanced treatment as appropriate, site management, and non-stormwater management through all construction phases. Implementation of the SWPPP and adherence to the NPDES General Permit, which is required pursuant to Mountain View Municipal Code Section 8.20.36, would prevent significant impacts on water quality as a result of project construction.

The Municipal Regional Stormwater NPDES Permit (MRP) Order No. R2-2015-0049 permits stormwater discharges from municipal separate sewer systems (MS4s), pursuant to NPDES regulations (RWQCB 2015). Section C.3 of the MRP*, New Development and Redevelopment*, addresses post-construction stormwater requirements for new development projects that add and/or replace more than 10,000 square feet of impervious area. As the proposed project would replace more than 10,000 square feet of impervious area within the project site, it must comply with the provisions by the RWQCB in Section C.3. Thus, the proposed project must implement source control requirements to minimize stormwater pollutants in urban runoff, site design and stormwater treatment requirements that limit disturbance of natural water bodies and drainage systems and minimize impacts from stormwater and urban runoff on the biological integrity of water bodies, and sizing criteria for stormwater treatment systems (RWQCB 2015).

According to the Conceptual Development Stormwater Treatment Plan (Plan Sheet C-6.0, dated May 15, 2025), the impervious area on the project site would decrease as a result of the proposed project. This is to say that during operation of the proposed project there would be more area on the project site where water is able to infiltrate the ground than compared with existing on-site conditions. Nonetheless, the proposed project would result in approximately 49,106 square feet of impervious surface on the project site. Stormwater runoff from impervious surfaces would flow to bioretention filters that slow and treat runoff before discharge. Furthermore, the applicant must prepare a Stormwater Management Plan that conforms with MRP Order No. R2-2015-0049. The proposed project's Stormwater Management Plan must be designed to handle stormwater via flow-based methods, based on the C.3. Stormwater Handbook. In accordance with the C.3 requirements, the project would be designed to direct runoff from roofs and sidewalks into vegetated areas, which are already included in the proposed project. Additionally, the Stormwater Management Plan includes routine maintenance activities for the planned bioretention areas. For these reasons, operation of the proposed project would not result in significant water quality impacts.

Conclusion

The proposed project would not increase impermeable surfaces on the site. The project would comply with the NPDES General Permit and MRP, and the Mountain View Municipal Code, specifically Section 8. Therefore, the impacts related to water quality would be less than significant.

3.5 Criterion (e)

The site can be adequately served by all required utilities and public services.

Public utilities include "wet" utilities, such as water and wastewater treatment, and "dry" utilities, such as electricity and solid waste diversion and disposal. The project would be located in an urban area served by existing public utilities. The existing on-site uses, consisting of commercial and residential uses, generate demand for utilities. For example, these uses consume water and generate wastewater that requires treatment before discharge to surface waters. The proposed project would increase the demand for water and for wastewater treatment because it would redevelop the site at a greater density than existing conditions. In order to assess the adequacy of

wet utilities, a Utility Impact Study was prepared for the project by Schaaf and Wheeler Consulting Civil Engineers in October 2024 (see Appendix E).

According to the Utility Impact Study, water demand from existing uses on the project site is approximately 2,578 gallons per day (GPD). The Utility Impact Study also provides the future cumulative water demand, which is based on the City's future planned infrastructure and future planned land use and growth. The future cumulative water demand for the project site is 6,638 GPD. Water demand resulting from the proposed project would be approximately 20,501 GPD, exceeding existing water demand by approximately 17,923 GPD and future cumulative demand by approximately 13,863 GPD. The Utility Impact Study concluded that there would be sufficient potable water capacity to serve the project in combination with existing and future cumulative demand. The Utility Impact Study also determined that existing water infrastructure (water mains, fire hydrants, fire pipeline, etc.) would be sufficient for the project in combination with both existing and future cumulative demand.

According to the Utility Impact Study, the incremental difference in base wastewater flow with the project would be approximately 13,608 GPD greater than the base wastewater flow under existing conditions and approximately 11,054 GPD greater than the future cumulative conditions.

The Utility Impact Study determined that there would be no deficiencies along the project wastewater conveyance pathway in the existing condition or in the future cumulative condition. The project would not contribute to any additional deficiencies in the wastewater system.

Electricity is currently provided throughout Mountain View, including the project site, by Pacific Gas & Electric (PG&E). Electric would be provided to the proposed project with connections to existing infrastructure owner by PG&E that currently serve the downtown area, including the project site.

Solid waste collection service in Mountain View is provided by Recology. Accordingly, Recology would provide solid waste collection service for the proposed project, consistent with its ongoing collection services for most of the existing uses on the project site. Recology also provides recycling diversion and collection of organics (i.e., compost material). The proposed project would be adequately served by solid waste services.

Fire protection services in Mountain View are provided by the City of Mountain View Fire Department, which has five locations throughout the City. Fire Station #1, located at 251 S. Shoreline Boulevard, is approximately 0.8 mile from and closest to the project site. Law enforcement and police services in Mountain View are provided by the Mountain View Police Department. The Mountain View Police Department currently provides police services to the project site. The proposed project would not require an expansive of the service area of the City of Mountain View Fire Department or the Mountain View Police Department. The proposed project would be adequately served by fire protection, law enforcement, and police services.

The proposed project would be adequately served by utilities and public services. Therefore, the project would meet the requirements of *criterion (e)*.

3.6 Exceptions to the Exemption

CEQA Guidelines Section 15300.2 outlines exceptions to the applicability of a CE, including cumulative impacts, significant effects due to unusual circumstances, scenic highways, hazardous waste sites, and historical resources. These exceptions are discussed below. As shown, none of the exceptions would apply.

3.6.1 Cumulative Impacts Criterion

CEQA Guidelines Section 15300.2 states that "all exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant." There are no other or additional projects planned on the project site other than the proposed project described in Section 2.2, Project Description. Therefore, there are no successive projects in the same place as the proposed project.

There are several projects proximate to the project site that are currently working through the City's entitlement process (i.e., permits) or recently completed the process, including a new condominium building at 99 Hope Street and a new mixed-use development at 749 West El Camino Real. Both of these projects are on opposite sides of streets adjacent to the project site (City of Mountain View n.d.). If construction of these projects overlap the construction phase of the proposed project, there could be cumulative construction impacts, such as noise from construction equipment operating simultaneously on the project site and at one or more of the other proximate projects. However, noise is measured in decibels, which are on a logarithmic scale. For this reason, two sounds of similar levels, such as two dump trucks operating close to one another, do not double the sound level at nearby receptors. Likewise, other projects of the same type, such as the two projects proximate to the project site would be required to comply with the City's construction hours (Municipal Code Section 8.70). Similarly, these other projects would be required to implement BMPs and runoff controls during construction to prevent adverse water quality impacts.

Operation of the projects at 99 Hope Street and 749 West El Camino Real would likely overlap with operation of the proposed project. This would result in a cumulative increase in demand for utility services, such as potable water and wastewater treatment. As discussed in Section 3.5, Criterion (e), the Utility Impact Study prepared for the project determined that existing water and wastewater infrastructure would be sufficient for the project in combination with both existing and future cumulative demand (Appendix E). Similarly, the MTA for the project also considered future planned conditions and determined impacts would be less than significant (Appendix A).

In summary, planned projects of the same type on parcels surrounding the project site would have environmental impacts, such as temporary construction noise impacts, but when combined with the proposed project impacts would not result in significant environmental impacts. Therefore, no significant cumulative impact would result from successive projects of the same type in the same place over time. This exception to a CE does not apply to the proposed project.

3.6.2 Significant Effect due to Unusual Circumstances

CEQA Guidelines Section 15300.2 states that "a categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances." As discussed under the Existing Site Conditions section above, the project site has been developed with existing structures. Additionally, the project would be generally consistent with the surrounding land uses. As described under Section 4.4, *Criterion (d)*,

above, the project would not result in significant effects relating to traffic, noise, air quality, water quality, or utilities and public services, and there are no unusual circumstances at the project site which would exacerbate environmental effects. The project site is generally flat and does not possess characteristics which would qualify as unusual circumstances under *CEQA Guidelines* Section 15300.2. Therefore, there are no known unusual circumstances at the project site or related to project operations that would create a reasonable possibility of significant effects to the environment. This exception would not apply to the project.

3.6.3 Scenic Highways

CEQA Guidelines Section 15300.2 states that a CE "shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway." The project site is not on, near or prominently visible from an officially designated California Scenic Highway. The nearest designated California Scenic Highway is Interstate 280 north of Stanford University (Caltrans 2019), which is approximately 6 miles from the project site and separated by many buildings, rolling topography, and other visual obstructions. Therefore, this exception to a CE is not applicable to the proposed project.

3.6.4 Hazardous Waste Sites

CEQA Guidelines Section 15300.2 states that a CE "shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code." Rincon Consultants conducted a search of the EnviroStor environmental database and the California Department of Toxic Substances Control Hazardous Waste and Substances Sites (Cortese) List on October 31, 2024. The records review indicated that the project site is not located on a site included on a list compiled pursuant to Section 65962.5 of the Government Code (Department of Toxic Substances Control 2024). Additionally, a search on the State Water Resources Control Board (SWRCB) Geotracker indicated that the project site was not located on a cleanup site. Accordingly, the project site is not on any list compiled pursuant to Section 65962.5 of the Government Code. Therefore, this exception does not apply to the project.

3.6.5 Historical Resources

CEQA Guidelines Section 15300.2 states that a CE "shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource."

Given that the project site is located in the downtown area of Mountain View where buildings often date to the historic era, the City retained Rincon Consultants to conduct a historic resources evaluation. The Historic Resources Evaluation, dated December 16, 2024, is included as Appendix F to this report, and provides details of the methodology and results of the evaluation. Briefly, through the evaluation it was determined that no historical or known archaeological resources occur within or adjacent to the project site. Existing buildings on the project site are recommended as not eligible for listing on the National Register of Historic Places, California Register of Historical Resources, or local registers based on applicable eligibility criteria.

The project site has been previously disturbed during grading for and construction of the existing buildings and surface parking, in which event belowground archaeological resources would have likely been uncovered, if present. However, the project would require excavation to depths exceeding prior disturbance. There is no known archaeological sensitivity at the project site or at

these depths. Nonetheless, compliance with Section 7050.5 of the California Health and Safety Code would be required. This section of the California Health and Safety Code states that in the event of discovery or recognition of any human remains, there shall be no further excavation or disturbance of the site of any nearby areas. Additionally, ff prehistoric or historic-period cultural materials are unearthed during ground-disturbing activities, work within 100 feet of the find would be halted until a qualified archaeologist and Native American representative can assess the significance of the find pursuant to the City's standard Condition of Approval, *Discovery of Archaeological Resources*.

As archaeological resources are not known to be present and the project site and the City's standard Condition of Approval would apply to unanticipated discoveries, and existing buildings on the site do not qualify as historical resources as defined by CEQA Section 15064.5(a), the project would not result in a potentially significant adverse impact or change in the significance of a historic resource as defined by CEQA. Therefore, this exception does not apply to the project.

4 Summary

Based on this analysis, the proposed 881 Castro Street Mixed-Use Project meets the criteria for a Class 32 Categorical Exemption pursuant to Section 15332 of the *CEQA Guidelines*. Furthermore, exceptions to the applicability of a CE, as specified in Section 15300.2(a) through (f) of the *CEQA Guidelines*, do not apply to the project. Therefore, the proposed project is exempt from CEQA.

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Appendix A

Multi-Modal Transportation Analysis

HEXAGON TRANSPORTATION CONSULTANTS, INC.

881 Castro Street Mixed-Use Development

Multi-Modal Transportation Analysis

Prepared for:

Rincon Consultants, Inc.

May 2, 2025

Hexagon Transportation Consultants, Inc.

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Hexagon Job Number: 24KK17

Client Name: Rincon Consultants, Inc.

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Executive Summary

This report presents the results of the multi-modal transportation analysis (MTA) conducted for the proposed mixed-use development at 881 Castro Street in Mountain View, California (see Figure 1). The project site is located at the northeast corner of the Castro Street and El Camino Real intersection and within the Downtown Precise Plan (DPP) area. The project proposes to demolish the existing buildings on site and construct an 8-story mixed-use building with 140 condominium units and 9,776 square feet of ground-floor commercial space with two levels of below-grade parking. A multi-use paseo that is closed to motor vehicle traffic is proposed to replace the existing Fairmont Avenue between Castro Street and Hope Street. Existing buildings on site include three commercial properties and four residential units. Vehicle access to the parking garage would be provided via a new driveway on Hope Street.

The MTA evaluates potential transportation effects of the project in accordance with the standards and methodologies set forth by the City of Mountain View's *MTA Handbook.* The MTA includes an analysis of the traffic operational effects of the project on the key intersections in the vicinity of the site, an evaluation of conformance with City plans, a review of site access and on-site circulation, an evaluation of potential adverse effects on transit services and pedestrian and bicycle facilities, an evaluation of traffic effects on neighborhood streets, and a parking evaluation.

VMT Analysis

Pursuant to Senate Bill 743, transportation impacts should be measured using vehicle miles travelled (VMT) instead of the previously used Level of Service (LOS) (California Office of Planning and Research [OPR] 2018). The City's VMT policy establishes certain projects that are presumed to have a less than significant impact per the CEQA guidance and do not require a VMT analysis. Among the types of projects presumed to have a less than significant impact includes residential and employment projects located in areas of low VMT, defined as exhibiting VMT that is 15 percent or greater below the existing nine-county Bay Area regional reference average VMT. Reference average VMT per capita or per employee are obtained from the Santa Clara Countywide VMT Evaluation Tool. For residential developments, the VMT threshold is 11.86 miles per capita (15% below the Bay Area average of 13.95 miles per capita). The VMT Tool estimates that the existing VMT in the project area is 11.28 miles per capita and would be 11.04 miles per capita with the proposed development. Because VMT in the area, including with the proposed project, would be below the threshold of 11.86 miles per capita, impacts would be less than significant.

Project Trip Estimates

Trip generation estimates for the proposed project were based on trip rates published in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, *11th Edition*. After applying the applicable

reductions and existing trip credits, the net new project trips would be 631 new daily trips, including 50 new trips (9 inbound and 41 outbound) during the AM peak hour and 57 new trips (37 inbound and 20 outbound) during the PM peak hour.

Diverted Traffic from Fairmont Avenue Closure

The project would close Fairmont Avenue to motor vehicle traffic between Castro Street and Hope Street. The traffic on Fairmont that would be diverted to Yosemite Avenue and El Camino Real was estimated using the peak-hour intersection counts on Fairmont Avenue at Castro Street and Hope Street.

It is expected that the traffic traveling southbound and northbound on Castro Street and turning onto eastbound Fairmont Avenue would be relocated to Yosemite Avenue and El Camino Real, respectively. There are surface parking spaces behind the existing commercial buildings on Castro Street between Yosemite Avenue and Fairmont Avenue. Traffic associated with these parking spaces currently enters Yosemite Avenue and exits through Fairmont Avenue. The project would demolish the southern part of the area (buildings and surface parking), so the traffic associated with the remaining parking spaces would need to exit through Yosemite Avenue with the project. The project should work with the adjacent property to reconfigure the remaining surface parking area, so that traffic can enter and exit the parking area via Yosemite Avenue.

Intersection Level of Service Analysis

The results of the intersection level of service analysis (see Table ES-1) show that all study intersections would operate at an acceptable level of service with and without the addition of project trips and the diverted traffic from the closure of Fairmont Avenue.

Intersection Queuing Analysis

The results of the intersection queuing analysis indicate that the westbound left turn from El Camino Real at Castro Street would have queuing deficiencies exacerbated by the project. Although this is a CMP intersection, as described below, the small increase in vehicle queueing would not cause an adverse effect on traffic operations of the intersection.

The existing storage capacity for the westbound left-turn lane on El Camino Real at Castro Street is approximately 350 feet (14 vehicles). Under existing and background conditions, the 95th percentile queue exceeds the storage lane by 25 feet, or one vehicle during the PM peak hour. The project would add one vehicle to the PM peak-hour queue compared to the background conditions, causing the queue to exceed the storage lane by two vehicles. The small increase is not expected to affect the westbound through traffic as there are three westbound through lanes.

Pedestrian and Bicycle Operations

The project would have an adverse effect on pedestrian operations because the project is expected to add vehicle trips to nearby street segments that have a pedestrian quality of service (PQOS) score of 3 or more, including El Camino Real and Castro Street. The project would provide wider sidewalks with landscaping along the project frontage to enhance the pedestrian environment. The project would also build new ADA curb ramps along the project frontage at the Hope Street/El Camino Real intersection. Taking these factors into account, the project is expected to improve the PQOS along El Camino Real along the project frontage.

The project would create an adverse effect on bicycle operations, as the project is expected to add vehicle trips to El Camino Real and Shoreline Boulevard, which have a bicycle level of service (BLTS) of 3 or 4. In addition, the El Camino Real Streetscape Plan is currently being integrated and new buffered bike lanes would be installed. With the planned improvements identified in these documents, El Camino Real is expected to have a BLTS score of 2 and Shoreline Boulevard between El Camino Real and Wright Avenue is expected to have a BLTS score of 1.

Other Transportation Issues

The proposed site plan shows generally adequate site access and on-site circulation. As allowed per state legislation, the project should consider the following recommendation resulting from the site plan review.

Recommendations

- The proposed loading zone on Hope Street shall be designed for both freight and passenger loading. The project shall coordinate with any future curb cuts on adjacent projects (e.g., for trash pickup from the proposed development at 969 Hope Street) to better facilitate the proposed loading zone and provide more functional access on Hope Street.
- Lighting on public rights of way must comply with the Downtown lighting standards. Given that the multi-use paseo will provide a public connection between Castro Street and Hope Street, it is recommended that the proposed lighting along the paseo also meet the downtown lighting design criteria for pedestrian pathways, if feasible.
- It is recommended the applicant coordinate with the adjacent property owner, north of the project site on Castro Street, 805 Castro, to update the surface parking area to the rear of the building, so traffic can better enter and exit the parking area via Yosemite Avenue. The existing configuration is designed for through access to Fairmont Avenue, which will no longer be available with the proposed project.
- Though the project meets long-term bicycle parking requirements, it is recommended the project provide long-term bicycle parking at grade for improved access and fewer conflicts with onsite vehicle movements, if feasible.
-
-

Table ES-1
Intersection Level of Service Summary

ID	Intersection	LOS Standard	Peak Hour	Count Date	Existing Avg. Delay[1]	Existing LOS	Background Avg. Delay[1]	Background LOS	Background+Project Avg. Delay[1]	Background+Project LOS	Incr. In Crit. Del.[4]	Incr. In Crit. V/C[4]
1	Castro St and El Camino Real*	E	AM	09/12/24	41.9	D	42.7	D	43.1	D	-0.6	-0.002
			PM	09/12/24	39.6	D	40.7	D	40.2	D	0.6	0.016
2	Castro St and Fairmont Ave[2]	D	AM	09/12/24	8.1	A	8.2	A	--	--	--	--
	(one-way stop control)		PM	09/12/24	7.9	A	8.0	A	--	--	--	--
3	Castro St and High School Way	D	AM	09/12/24	10.3	B	10.5	B	10.5	B	--	--
	(one-way stop control)		PM	09/12/24	11.5	B	12.0	B	12.0	B	--	--
4	Castro St and Yosemite Ave	D	AM	09/12/24	11.8	B	12.3	B	12.2	B	--	--
	(one-way stop control)		PM	09/12/24	12.2	B	12.8	B	12.8	B	--	--
5	Hope St and Yosemite Ave	D	AM	09/12/24	9.3	A	9.3	A	9.4	A	--	--
	(two-way stop control)		PM	09/12/24	9.5	A	9.5	A	9.6	A	--	--
6	Hope St and Fairmont Ave[3]	D	AM	09/12/24	9.1	A	9.1	A	8.9	A	--	--
	(two-way stop control)		PM	09/12/24	9.2	A	9.2	A	8.7	A	--	--
7	Hope St and El Camino Real	D	AM	09/12/24	12.3	B	12.4	B	12.9	B	--	--
	(one-way stop control)		PM	09/12/24	13.0	B	13.0	B	13.5	B	--	--
8	Castro St and Church St	E	AM	09/12/24	15.8	B	16.3	B	16.4	B	0.1	0.003
			PM	09/12/24	18.6	B	19.2	B	19.3	B	0.1	0.009
9	Shoreline Blvd and Church St	D	AM	09/12/24	18.1	B	19.4	B	19.5	B	0.2	0.002
			PM	09/12/24	23.6	C	24.1	C	24.2	C	0.3	0.004
10	Shoreline Blvd/Miramonte Ave and El Camino Real*	E	AM	09/12/24	50.4	D	50.4	D	50.1	D	-0.4	-0.002
			PM	09/12/24	46.0	D	46.1	D	46.0	D	0.0	0.001
11	Hope St and Project Dwy (Future)	D	AM	--	--	--	--	--	8.6	A	--	--
	(one-way stop control)		PM	--	--	--	--	--	8.7	A	--	--

Notes:
* Denotes VTA CMP intersection
1. Weighted average control delay measured in seconds per vehicle for signalized intersections. Worst approach delay (seconds per vehicle) and LOS are reported for side-street stop-controlled intersections.
2. With the project, Fairmont Avenue would be closed to vehicle traffic. There would be no opposing traffic for Castro Street.
3. With the project, the west leg of Fairmont Avenue would be closed to vehicle traffic.
4. The critical delay and v/c increase for unsignalized intersections are not calculated, as these values only determine the adverse effect at signalized intersections.

1. Introduction

This report presents the results of the multi-modal transportation analysis (MTA) conducted for the proposed mixed-use development at 881 Castro Street in Mountain View, California (see Figure 1). The project site is located within the Downtown Precise Plan (DPP) area. The project proposes to demolish the existing buildings on site and construct an 8-story mixed-use building with 140 condominium units and 9,776 square feet of ground-floor commercial space with two levels of below-grade parking. A multi-use paseo that is closed to motor vehicle traffic is proposed to replace the existing Fairmont Avenue between Castro Street and Hope Street. Existing buildings on site to be demolished include three commercial properties and four residential units. Vehicle access to the parking garage would be provided via a new driveway on Hope Street.

Scope of Study

The purpose of the study is to evaluate potential transportation effects of the project in accordance with the standards and methodologies set forth by the City of Mountain View and the Santa Clara Valley Transportation Authority (VTA). The VTA administers the Congestion Management Program (CMP).

The MTA was prepared based on the City's *MTA Handbook* (February 2021). The MTA includes an analysis of the traffic operational effects of the project on the key intersections, evaluations of City policies conformances, a review of site access and on-site circulation, an evaluation of potential adverse effects on transit services and pedestrian and bicycle facilities, an evaluation of traffic effects on neighborhood streets, and a parking evaluation.

Study Intersections

The study intersections were selected in accordance with the City's *MTA Handbook*, VTA's *Transportation Impact Analysis (TIA) Guidelines* (October 2014), and in consultation with Mountain View staff. The study includes those intersections that would experience a traffic increase of 10 or more peak-hour trips per lane. The study intersections are listed below and shown on Figure 1. Two study intersections are designated as CMP intersections.

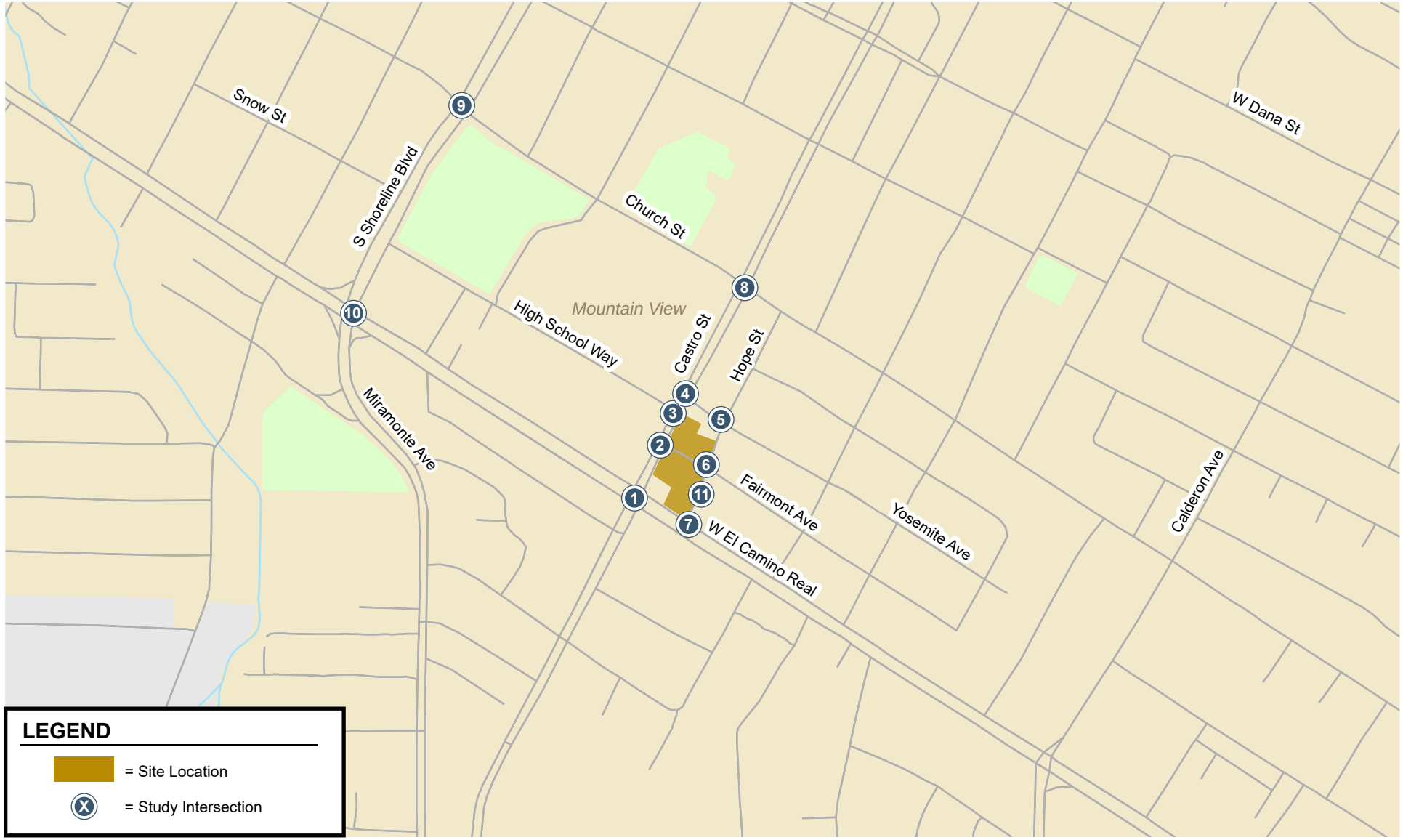


Figure 1
Site Location and Study Intersections

NORTH
Not to Scale

Figure 2
Proposed Site Plan

1. Castro Street and El Camino Real (CMP intersection)
2. Castro Street and Fairmont Avenue (unsignalized)
3. Castro Street and High School Way (unsignalized)
4. Castro Street and Yosemite Avenue (unsignalized)
5. Hope Street and Yosemite Avenue (unsignalized)
6. Hope Street and Fairmont Avenue (unsignalized)
7. Hope Street and El Camino Real (unsignalized)
8. Castro Street and Church Street
9. Shoreline Boulevard and Church Street
10. Shoreline Boulevard-Miramonte Avenue and El Camino Real (CMP intersection)
11. Hope Street and Project Driveway (unsignalized) – future project access

Traffic conditions at the study intersections were analyzed for the weekday AM and PM peak hours of traffic. Locally, the AM peak hour of traffic is usually between 7:00 and 10:00 AM, and the PM peak hour is typically between 4:00 and 7:00 PM. It is during these periods that the most congested traffic conditions occur on an average weekday.

Intersection traffic conditions were evaluated for the following scenarios:

- ***Existing Conditions.*** Existing AM and PM peak-hour traffic volumes were obtained from new turning-movement counts conducted in September 2024.
- ***Background Conditions*.** Background traffic volumes were estimated by adding to existing traffic volumes the projected volumes from approved but not yet constructed developments in the vicinity of the project. The added traffic from approved but not yet constructed developments was based on the list of approved projects provided by the Cities of Mountain View and Los Altos.
- ***Background Plus Project Conditions.*** Background plus project traffic volumes were estimated by adding the additional traffic generated by the project and the diverted traffic from the closure of Fairmont Avenue. Background plus project conditions were evaluated relative to background conditions in order to determine potential project adverse effects.

Intersection Operations Analysis Methodology

This section presents the methods used to determine traffic conditions at the study intersections. It includes descriptions of the data requirements, the analysis methodologies, and the applicable level of service standards.

Data Requirements

The data required for the analysis were obtained from new traffic counts, the Cities of Mountain View and Los Altos, Google Earth, and field observations. The following data were collected from these sources:

- Intersection traffic volumes,
- Lane geometries,
- Signal timing and phasing, and
- A list of approved but not yet constructed developments.

Intersection Level of Service Analysis Methodologies and Standards

Traffic conditions at the study intersections were evaluated using level of service (LOS). Level of service is a qualitative description of operating conditions ranging from LOS A, or free-flow conditions with little or no delay, to LOS F, or jammed conditions with excessive delays.

Signalized Intersections

For signalized intersections, the level of service method evaluates intersection operations on the basis of average control delay time for all vehicles at the intersection based on the methodology described in the *2000 Highway Capacity Manual* (HCM). Table 1 presents the level of service definitions for signalized intersections.

This study utilizes the TRAFFIX software to determine intersection levels of service based on the 2000 HCM methodology. Since TRAFFIX is approved by VTA as the level of service analysis software for CMP signalized intersections, the City of Mountain View employs the CMP default values for the analysis parameters. TRAFFIX software was used to analyze intersection operations and intersection adverse effects based on the increases in critical-movement delay and the volume-to-capacity ratio (v/c) between no-project and project scenarios.

According to the City's *MTA Handbook*, the standard for signalized intersections is LOS D, except for CMP intersections and facilities, County Expressway intersections, and intersections in the Downtown and San Antonio Center planning areas, where the standard is LOS E.

Unsignalized Intersections

Level of service analysis at unsignalized intersections is generally used to determine the need for modifications in the type of intersection control (i.e., all-way stop or signalization). As part of the evaluation, traffic volumes, delays and traffic signal warrants are evaluated to determine if the existing intersection control is appropriate.

For unsignalized intersections, level of service depends on the average delay experienced by vehicles on the stop-controlled approaches. For side street stop-controlled intersections (two-way or T-intersections), operations are defined by the average control delay experienced by vehicles entering the intersection from the stop-controlled approaches on minor streets or from left-turn approaches on major streets. The level of service is reported based on the average delay for the worst approach. The level of service definitions for unsignalized intersections is shown in Table 2. This study utilizes the TRAFFIX software to determine intersection levels of service based on the *2000 HCM* methodology for unsignalized intersections.

The City of Mountain View does not have an adopted level of service standard for unsignalized intersections. However, the City strives to maintain LOS D for unsignalized intersections.

Table 1
Signalized Intersection Level of Service Definitions Based on Average Control Delay

Level of Service	Description	Average Control Delay (seconds/vehicle)
A	Operations with very low delay occurring with favorable progression and/or short cycle lengths.	10.0 or less
B	Operations with low delay occurring with good progression and/or short cycle lengths.	10.1 to 20.0
C	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	20.1 to 35.0
D	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, and high volume-to-capacity (V/C) ratios. Many vehicles stop and individual cycle failures are noticeable.	35.1 to 55.0
E	Operations with high delays indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences.	55.1 to 80.0
F	Operations with delays unacceptable to most drivers occurring due to over-saturation, poor progression, or very long cycle lengths.	greater than 80.0

Source: Transportation Research Board, *2000 Highway Capacity Manual* (Washington, D.C., 2000), p.10-16.

Table 2
Unsignalized Intersection Level of Service Definitions Based on Average Delay

Level of Service	Description	Average Delay Per Vehicle (Sec.)
A	Little or no traffic delay	10.0 or less
B	Short traffic delays	10.1 to 15.0
C	Average traffic delays	15.1 to 25.0
D	Long traffic delays	25.1 to 35.0
E	Very long traffic delays	35.1 to 50.0
F	Extreme traffic delays	greater than 50.0

Source: Transportation Research Board, *2000 Highway Capacity Manual* (Washington, D.C., 2000) p17-2.

Intersection Vehicle Queuing Analysis

The analysis of intersection operations was supplemented with a vehicle queuing analysis at intersections where the project would add a substantial number of trips to the left-turn movements or stop-controlled approaches. The vehicle queuing analysis is used to determine the appropriate storage lengths for the high demand turn lanes where the project would add a substantial number of trips. Vehicle queues were estimated using a Poisson probability distribution, which estimates the probability of "n" vehicles for a vehicle movement using the following formula:

$$P(x=n) = \frac{\lambda^n e^{-(\lambda)}}{n!}$$

Where:

P (x=n) = probability of "n" vehicles in queue per lane
n = number of vehicles in the queue per lane
λ = average # of vehicles in the queue per lane (vehicles per hr per lane/signal cycles per hr)

The basis of the analysis is as follows: (1) the Poisson probability distribution is used to estimate the 95th percentile maximum number of queued vehicles for a particular left-turn movement; (2) the estimated maximum number of vehicles in the queue is translated into a queue length, assuming 25 feet per vehicle; and (3) the estimated maximum queue length is compared to the existing or planned available storage capacity for the left-turn movement. This analysis thus provides a basis for estimating future turn pocket storage requirements at intersections.

For signalized intersections, the 95th percentile queue length value indicates that during the peak hour, a queue of this length or less would occur on 95 percent of the signal cycles, or a queue length larger than the 95th percentile queue would only occur on 5 percent of the signal cycles (about 3 cycles during the peak hour for a signal with a 60-second cycle length). Thus, turn pocket storage designs based on the 95th percentile queue length would ensure that storage space would be exceeded only 5 percent of the time for a signalized movement.

Definition of Adverse Intersection Operational Effects

Adverse operational effects at signalized intersections are based on the City of Mountain View and CMP level of service standards. For the unsignalized intersections, the City of Mountain View has applied adverse effect criteria in other traffic studies even though there is no formally adopted level of service policy for unsignalized intersections.

Signalized Intersections

According to the City of Mountain View and CMP level of service standards, a development is said to create an adverse operational effect on traffic conditions at a signalized intersection if for either peak hour, either of the following conditions occurs:

1. The level of service at the intersection drops below its respective level of service standard (LOS D or better for all local intersections in Mountain View and LOS E or better for CMP and expressway intersections) when project traffic is added, or
2. An intersection that operates below its level of service standard under no-project conditions experiences an increase in critical-movement delay of four (4) or more seconds, and an increase in critical volume-to-capacity ratio (v/c) of one percent (0.01) or more when project traffic is added.

The exception to this threshold is when the addition of project traffic reduces the amount of average control delay for critical movements, i.e., the change in average control delay for critical movements is negative. In this case, the threshold is when the project increases the critical v/c value by 0.01 or more.

Unsignalized Intersections

The project is said to create an adverse operational effect on traffic conditions at an unsignalized intersection in the City of Mountain View if for either peak hour:

1. The addition of project traffic causes the average intersection delay for all-way stop-controlled or the worst movement/approach for side-street stop-controlled intersections to degrade to LOS F, and
2. The intersection satisfies the *California Manual of Uniform Traffic Control Devices (CA MUTCD)* peak-hour volume signal warrant.

Report Organization

This report has a total of four chapters. Chapter 2 describes existing conditions including the existing roadway network, transit service, and bicycle and pedestrian facilities. Chapter 3 presents the intersection operational analysis including the method by which project traffic is estimated, the project's traffic effects on the intersection operations and a vehicle queuing analysis. Chapter 4 presents the analyses of other transportation-related issues, including conformance with the General Plan, Downtown Precise Plan, and the Downtown Lighting Study, site access and on-site circulation, potential effects on bicycle, pedestrian, and transit facilities, effects on surrounding neighborhood streets, and parking.

2. Existing Transportation Conditions

This chapter describes existing conditions for transportation facilities in the vicinity of the site, including the roadway network, transit services, pedestrian and bicycle facilities, and traffic operations at the study intersections.

Existing Roadway Network

Regional access to the project site is provided by SR 85 and SR 237. Local access to the project site is provided via El Camino Real (SR 82), Shoreline Boulevard, Castro Street, Calderon Avenue, Church Street, Fairmont Avenue, and Hope Street.

SR 85 is a north-south freeway that begins at US 101, east of N. Shoreline Boulevard, extends south towards San Jose, and terminates at US 101 east of the Silicon Valley Boulevard/Bernal Road interchange. SR 85 is six lanes wide (two mixed-flow lanes and one HOV lane in each direction) in the vicinity of the project site. SR 85 provides access to the project site via interchanges at SR 237 and El Camino Real.

SR 237 is a four-lane to six-lane freeway within the project vicinity that extends west to El Camino Real in Mountain View and east to I-880 in Milpitas. East of Mathilda Avenue, SR 237 has two mixed-flow lanes and one HOV lane in each direction. West of Mathilda Avenue, SR 237 has two mixed-flow lanes in each direction. SR 237 provides access to the project site via a full interchange at El Camino Real.

El Camino Real (SR 82) is a six-lane arterial that extends from Santa Clara County northerly to San Mateo County. El Camino Real is oriented in an approximately east-west direction in the project vicinity with a raised, landscaped median and left-turn pockets provided at some intersections. Sidewalks exist on both sides of the street. In the project vicinity, Caltrans is currently in the process of installing protected bike lanes and removing on-street parking. The speed limit is 35 miles per hour (mph). El Camino Real provides access to the site via its intersections with Castro Street and Hope Street.

Shoreline Boulevard is a north-south arterial that transitions from Miramonte Avenue in the south at El Camino Real (SR 82) and extends across US 101 to Shoreline Park on the Bay side. Shoreline Boulevard is a four to six-lane roadway with a landscaped median and left-turn pockets at some intersections between El Camino Real and Stierlin Road. North of Stierlin Road, Shoreline Boulevard is a four-lane undivided roadway. Shoreline Boulevard has bike lanes and sidewalks on both sides of the street except between Villa Street and Wright Avenue. On-street parking is permitted on Shoreline Boulevard in the project vicinity between High School Way and Villa Street. The speed limit is 35 mph.

Castro Street is a two-lane north-south collector street starting from Miramonte Avenue in the south and transitioning into Moffett Boulevard at Central Expressway in the north. Castro Street has a

landscaped median with left-turn pockets at intersections south of El Camino Real and north of Church Street. Bike lanes are provided south of El Camino Real. There are sidewalks along both sides of the entire street in the project vicinity. On-street parking is permitted on both sides of the street between El Camino Real and California Street, except between Mercy Street and north of Church Street. South of El Camino Real, parking is permitted on the east side of the street between Victor Way and the VTA Route 51 bus stop. Parking is permitted on the west side between Sonia Way and the southern Miramonte Gardens Apartments driveway. The speed limit is 25 mph. Castro Street is closed to vehicular traffic from California Street to Evelyn Avenue (east of Castro Street) in the northbound direction and from Central Expressway to California Street in the southbound direction.

Calderon Avenue is a north-south two-lane collector between El Camino Real and Evelyn Avenue. South of El Camino Real, it becomes Phyllis Avenue. Bike lanes exist along both sides of the street for the entire length. Sidewalks exist along both sides of the street. On-street parking is permitted on both sides of the street between Evelyn Avenue and Dana Street, and on some segments of the street between Velarde Street and Centre Street. The posted speed limit is 25 mph.

Church Street is a two-lane east-west local street between Yuba Drive in the east and Shoreline Boulevard in the west, where it transitions into Latham Street. Sidewalks exist along both sides of the street. On-street parking is permitted along both sides of the street, except between Franklin Street and Castro Street from 8 AM to 4 PM and between Castro Street and Hope Street at all times. There is one sign in each direction that indicates Church Street is a bike route just east of Shoreline Boulevard. The posted speed limit is 25 mph. Access to the project site would be provided via its intersection with Hope Street.

Fairmont Avenue is a two-lane east-west local street between Castro Street and Shary Avenue. Sidewalks exist along both sides of the street. At Castro Street, only eastbound traffic is permitted along Fairmont Avenue. On-street parking is permitted along both sides of the street. Fairmont Avenue would be closed to vehicular traffic between Castro Street and Hope Street with the project and replaced with a multi-use paseo.

Hope Street is a two-lane north-south local street between El Camino Real and Evelyn Avenue. Sidewalks exist along both sides of the street. On-street parking is permitted along both sides of the street, with a two-hour time limit between Mercy Street and Evelyn Avenue from 9 AM to 6 PM. Hope Street provides direct access to the proposed project.

Existing Transit Services

Existing public transit services in the study area are provided by the VTA and the City of Mountain View. VTA operates bus and light rail transit (LRT) services in Santa Clara County and Google, partnering with the City of Mountain View, provides shuttle services between residential areas and points of interest within the City (see Figure 3 and Table 3).

VTA Bus Service

VTA Local Routes 51 and 52 and Frequent Routes 22 and 522 serve the project area with bus stops in each direction along El Camino Real and Castro Street. The bus stops closest to the project site are along Castro Street for routes 51 and 52, approximately 155 feet north of the project site, and along El Camino Real for routes 22 and 522, approximately 355 feet to the project sire. Routes 51 and 52 also stop at the Mountain View Transit Center, which is served by an additional two VTA local bus routes, 21 and 40.

Figure 3
Existing Transit Services

Table 3
Existing Transit Services

Route	Route Description	Weekday Hours of Operation	Headways[1] (minutes)	Nearby Bus Stops	Walking Distance from Nearest Stop to Project Site (feet)
VTA Bus Routes					
Frequent Route 22	Palo Alto Transit Center - Eastridge	4:15 AM - 3:00 AM (next day)	15	El Camino Real and Castro Street	355
Local Route 51	Moffet Field - West Valley College	5:50 AM - 7:55 PM	30	Castro Street and Yosemite Avenue	155
Local Route 52	Foothill College - Mountain View Transit Center via El Monte	7:10 AM - 7:30 PM	23-38	Castro Street and Yosemite Avenue	155
Frequent Route 522	Palo Alto Transit Center - Eastridge	4:40 AM - 11:35 PM	15	El Camino Real and Castro Street	355
Mountain View Community Shuttle[2]					
MVCS	Throughout Mountain View	7:00 AM - 7:00 PM	30	Castro Street and Yosemite Avenue	155

Notes:
1. Headways during weekday peak periods as of October 2024.
2. Operated by Mountain View and Google. It provides free transportation connections between many residential neighborhoods, senior residences and services, city offices, library, park and recreational facilities, medical offices, shopping centers, and entertainment venues throughout Mountain View.

Mountain View Community Shuttle

Operated by the City of Mountain View and Google, the Mountain View Community Shuttle (MVCS) provides free service to many residential neighborhoods, senior residences and services, city offices, library, recreational facilities, medical offices, shopping centers, and entertainment venues in the City. The shuttle stops closest to the project site are on Castro Street along the project frontage. The MVCS also stops at the Mountain View Transit Center.

Mountain View Transit Center

The Mountain View Transit Center is on Evelyn Avenue at Hope Street, about 0.6 mile from the project site. Although the Transit Center is just outside of walking distance to the project site, it is accessible via VTA routes 51 and 52. The Transit Center is served by Caltrain, VTA LRT, several VTA bus routes, four MVgo shuttle routes, and the MVCS.

Caltrain Commuter Train Service

Caltrain provides frequent commuter train service between San Jose and San Francisco seven days a week, with stops at most cities in between. During the AM peak period between 7:00 and 10:00, there are 3 limited northbound and southbound trains, 2 express northbound and 3 express southbound trains, and 6 local northbound and southbound trains serving the Mountain View station. During the PM peak period between 4:00 and 7:00, there are 3 limited northbound and southbound trains, 3 express northbound and southbound trains, and 6 local northbound and southbound trains serving the Mountain View station. Bicycles are permitted on Caltrain, and there are bicycle racks and bicycle lockers available at the Mountain View Transit Center.

VTA Light-Rail Transit Service

The VTA operates the 42.2-mile LRT system extending from south San Jose through downtown to the northern areas of San Jose, Santa Clara, Milpitas, Mountain View, and Sunnyvale. The service operates nearly 24 hours a day with 15-minute headways during much of the day. The Mountain View-Alum Rock LRT line (Orange Line) operates along Central Expressway within the project vicinity and a stop at the Mountain View Transit Center.

Mountain View Transportation Management Association (TMA) Shuttles

The TMA operates the MVgo shuttle system. This shuttle system is provided through the collection of TMA member dues. MVgo operates four shuttle routes that provide service to employment areas from the Mountain View Transit Center. Three routes serve the North Bayshore area, and one route serves the N. Whisman area. The shuttles are timed to meet Caltrain arrivals during the AM and departures during PM commute periods. All MVgo shuttle Routes A, B, C, and D stop at the Mountain View Transit Center.

Existing Pedestrian Facilities

Pedestrian facilities consist of sidewalks and crosswalks, which are present along most roadways in the project vicinity, and at signalized and some unsignalized intersections. Pedestrian signal heads and push buttons are present at the signalized study intersections where crosswalks are available. Sidewalks are present along El Camino Real, Castro Street, Hope Street, and Yosemite Avenue. Sidewalks are also present on virtually all other streets in the area. Crosswalks exist across virtually all intersections across Castro Street. The crosswalks across Castro Street at Yosemite Avenue are high-visibility crosswalks. A midblock crossing exists along Castro Street between Church Street and Yosemite Avenue.

Castro Street between California Avenue and Evelyn Avenue is a pedestrian mall and is closed to vehicular and bicycle traffic. The City is currently working on further improvements along the pedestrian mall, including decorating the street, improving wayfinding signage, and intersection improvements. The intersection improvements would include a single centralized crossing with new pedestrian signals at the Castro Street/Villa Street and Castro Street/Dana Street intersections.

Within a typical walking distance (a half mile or 10 minutes), continuous pedestrian facilities are present between the project and the surrounding land uses, including Downtown Mountain View, restaurants, retail shops, bus stops, and offices in the area.

Existing Bicycle Facilities

The bicycle facilities that exist within one mile of the project site (see Figure 4) include a multi-use trail (Class I bikeway), striped bike lanes (Class II bikeway), shared bike routes (Class III bikeway), and protected bike lanes (Class IV bikeway). Bike paths or multi-use trails are shared between pedestrians and bicyclists and separated from motor vehicle traffic. Bike lanes are lanes on roadways designated for use by bicycles with special lane markings, pavement legends, and signage. Bike routes are streets with signage and pavement markings where bicyclists share a travel lane with motorists. Protected bike lanes are lanes on roadways that provide separation between bicyclists and vehicles through posts, parked cars, planters, etc.

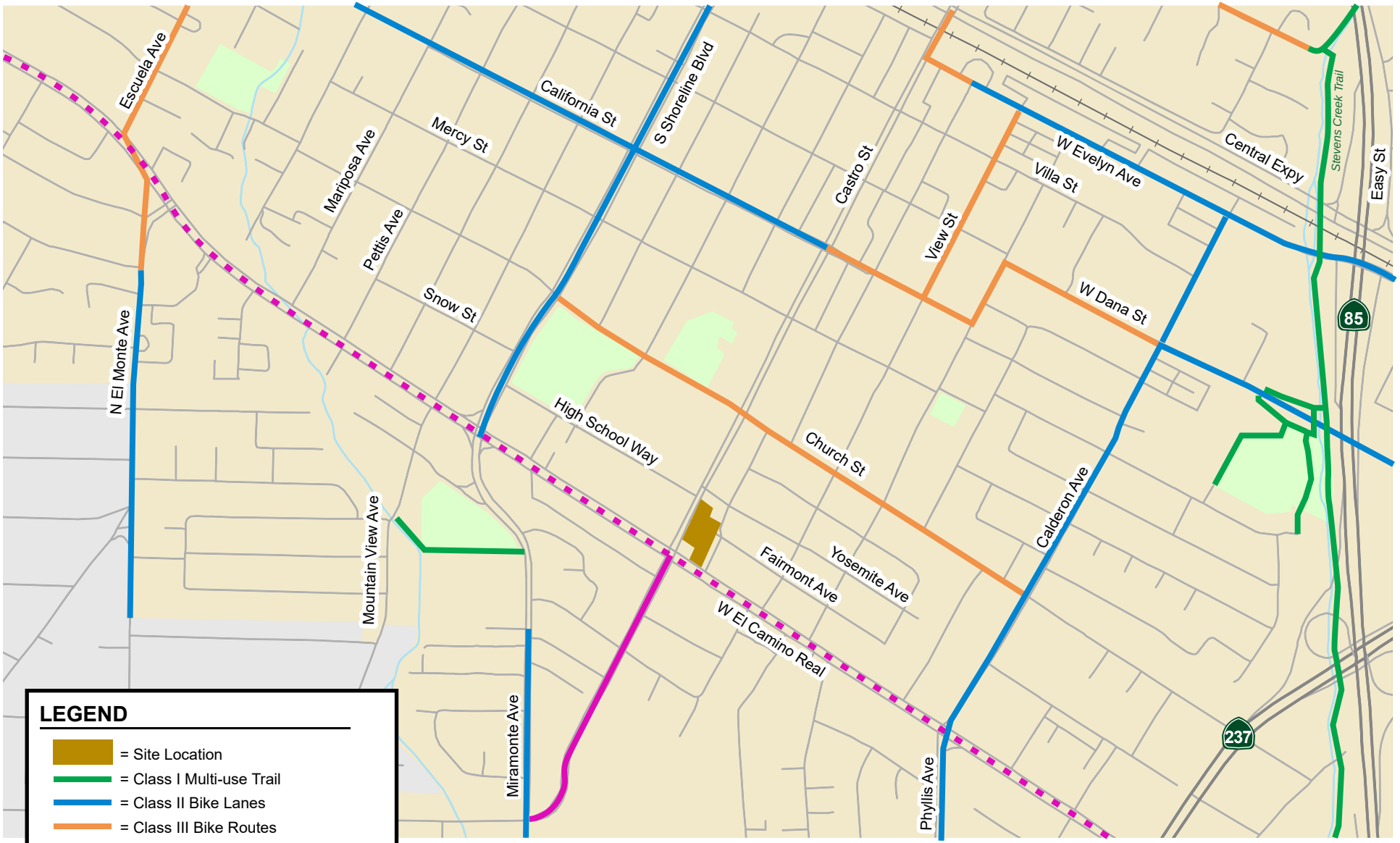


Figure 4
Existing Bicycle Facilities

The Stevens Creek Trail extends from the Bay Trail in Shoreline Park, under US 101 and Middlefield Road, and ends at Dale Avenue/Heatherstone Avenue. The trail is shared between pedestrians and bicyclists and separated from motor vehicle traffic. The trail includes an overcrossing at SR 237 and an underpass at El Camino Real in the project area. Access to the trail is available from El Camino Real, just west of SR 85.

Striped bike lanes are present along the following street segments:

- Shoreline Boulevard, for the entire street
- Miramonte Avenue, south of Harpster Drive
- Calderon Avenue, for the entire street
- Phyllis Avenue, for the entire street
- California Street, west of Castro Street
- Castro Street, south of El Camino Real

Castro Street provides protected bike lanes along both sides of the street, south of El Camino Real. Caltrans is currently in the process of installing protected bike lanes along El Camino Real in the project vicinity. The completion is estimated for late 2025.

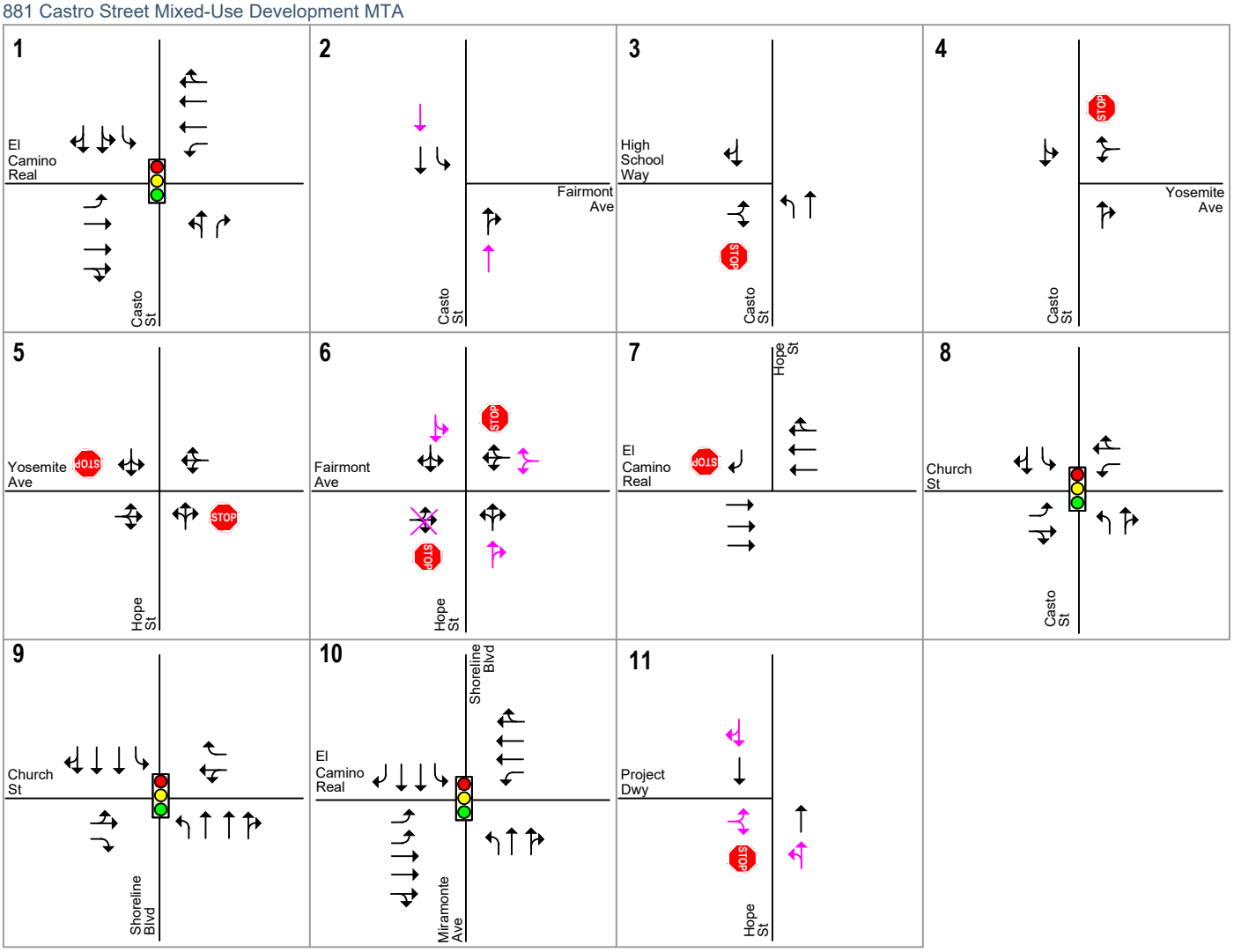
Bike routes are typically designated with sharrows (shared-lane pavement markings), and bikes may take the travel lane. Bike routes are appropriate for low-volume streets with slow travel speeds, especially those on which motorist volumes are low enough that passing maneuvers can use the full street width; on roadways with bicycle demand but without adequate space for bike lanes; and as “gap fillers” where there are short breaks in bike lanes due to right-of-way constraints. Bike routes are indicated with signs along the following streets:

- California Street, east of Castro Street,
- Church Street, for the entire street

Existing Lane Configurations and Traffic Volumes

The existing lane configurations at the study intersections were obtained from field observations (see Figure 5).

Existing traffic volumes were obtained from turning movement counts collected on a typical weekday, Thursday, September 12, 2024, between 7:00 and 10:00 AM and between 4:00 and 7:00 PM (see Figure 6). The intersection turning-movement counts conducted for this analysis are presented in Appendix A.



LEGEND

= Signalized Intersection

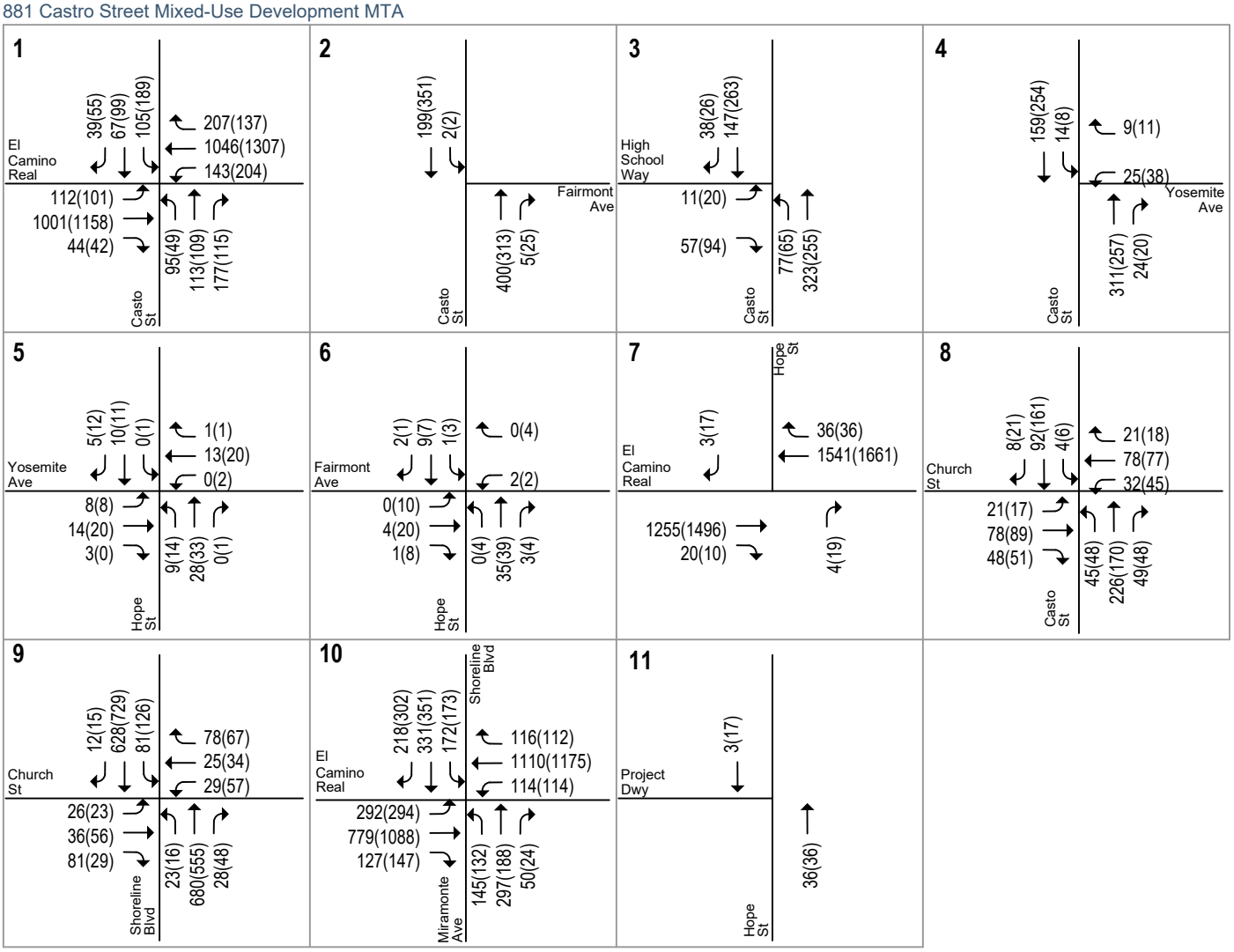
= Stop Controlled Approach

= Existing Condition

= Proposed Project Modifications

Figure 5
Existing Lane Configurations

NORTH
Not to Scale



LEGEND

XX(XX) = AM(PM) Peak-Hour Traffic Volumes

Figure 6
Existing Traffic Volumes

HEXAGON

NORTH
Not to Scale

Existing Intersection Levels of Service

The results of the intersection level of service analysis show that all the study intersections currently operate at acceptable levels of service (see Table 4). The intersection level of service calculation sheets for the project are included in Appendix B.

Table 4
Existing Intersection Levels of Service

					Existing	
ID	Intersection	LOS Standard	Peak Hour	Count Date	Avg. Delay[1]	LOS
1	Castro St and El Camino Real*	E	AM	09/12/24	41.9	D
			PM	09/12/24	39.6	D
2	Castro St and Fairmont Ave	D	AM	09/12/24	8.1	A
	(one-way stop control)		PM	09/12/24	7.9	A
3	Castro St and High School Way	D	AM	09/12/24	10.3	B
	(one-way stop control)		PM	09/12/24	11.5	B
4	Castro St and Yosemite Ave	D	AM	09/12/24	11.8	B
	(one-way stop control)		PM	09/12/24	12.2	B
5	Hope St and Yosemite Ave	D	AM	09/12/24	9.3	A
	(two-way stop control)		PM	09/12/24	9.5	A
6	Hope St and Fairmont Ave	D	AM	09/12/24	9.1	A
	(two-way stop control)		PM	09/12/24	9.2	A
7	Hope St and El Camino Real	D	AM	09/12/24	12.3	B
	(one-way stop control)		PM	09/12/24	13.0	B
8	Castro St and Church St	E	AM	09/12/24	15.8	B
			PM	09/12/24	18.6	B
9	Shoreline Blvd and Church St	D	AM	09/12/24	18.1	B
			PM	09/12/24	23.6	C
10	Shoreline Blvd/Miramonte Ave and	E	AM	09/12/24	50.4	D
	El Camino Real*		PM	09/12/24	46.0	D

Notes:
* Denotes VTA CMP intersection
1. Weighted average control delay measured in seconds per vehicle for signalized intersections. Worst approach delay (seconds per vehicle) and LOS are reported for side-street stop-controlled intersections.

Observed Existing Traffic Conditions

Traffic conditions were observed in the field in November 2024 to identify any existing operational deficiencies and to confirm the accuracy of calculated levels of service. The purpose of this effort was (1) to identify any existing traffic problems that may not be directly related to intersection level of service, and (2) to identify any locations where the level of service analysis does not accurately reflect existing traffic conditions.

Overall, all study intersections operated adequately during both the AM and PM peak hours of traffic, and the level of service analysis appears to accurately reflect existing traffic conditions.

3. Intersection Operational Analysis

This chapter presents the vehicle traffic operational analysis including the method by which project traffic is estimated, the results of intersection level of service analysis, any adverse effects to intersection level of service caused by the project, and an intersection vehicle queuing analysis. A potential adverse operational effect on a study intersection is not considered a CEQA impact.

Project Trip Estimates

The magnitude of traffic produced by a new development and the locations where that traffic would appear were estimated using a three-step process: (1) trip generation, (2) trip distribution, and (3) trip assignment. In determining project trip generation, the magnitude of traffic traveling to and from the proposed project was estimated for the AM and PM peak hours. As part of the project trip distribution, the directions to and from which the project trips would travel were estimated. In the project trip assignment, the project trips were assigned to specific streets and intersections. These procedures are described below.

Trip Generation

Through empirical research, data have been collected that show trip generation rates for many types of land uses. The data are published in the Institute of Transportation Engineers' (ITE) manual entitled *Trip Generation Manual,* 11th Edition. The magnitude of traffic added to the roadway system by a particular development is estimated by multiplying the applicable trip generation rates by the size of the development. Trip generation estimates (see Table 5) for the project are based on standard trip generation rates published in the ITE *Trip Generation Manual* for "Mid-Rise Multifamily Housing" (Land use 221) and "Strip Retail Plaza" (Land use 822).

The "Mid-Rise Multifamily Housing" category refers to apartments and condominiums located within the same building that have between 4 and 10 levels. The "Strip Retail Plaza" category refers to an integrated group of commercial establishments. This category includes trip data for retail/commercial uses less than 40,000 s.f.

Trip Adjustments and Reductions

Because the project would provide residential and retail mixed-use on site, some residents would patronize the retail business, which would result in the internalization of some project trips. Per the Santa Clara Valley Transportation Authority (VTA)'s *Transportation Impact Analysis (TIA) Guidelines*, an internal trip reduction of 15% between retail and residential uses was applied to the project. The trip reduction factor was first applied to the smaller trip generator; then the same trips were subtracted from the larger trip generator to account for both trip ends.

The project is located within 2,000 feet of a major bus stop[1] for VTA Routes 22 and 522. Therefore, per the VTA TIA Guidelines, a 2% transit reduction was applied to the residential uses. This reduction is supported by the project's access to public transit.

In addition, trip generation for retail uses is typically adjusted to account for pass-by trips. Pass-by trips are trips that would already be on the adjacent roadways (and are therefore already counted in the existing traffic) but would turn into the site while passing by. Pass-by trips are therefore excluded from the traffic projections (although pass-by traffic is accounted for at the site entrances). An average pass-by trip reduction of 30% was applied to the daily trips and the PM peak-hour trips of the retail component of the project based on the maximum allowable pass-by reduction per the VTA TIA Guidelines although the ITE *Trip Generation Manual* shows a higher pass-by rate (40%) for shopping plaza.

Existing Trip Credits

The project would demolish the existing uses on the site, including three commercial properties and four residential units. Trips associated with the existing uses on the project site can be subtracted from the project trip estimates. The trips generated by the existing uses were counted in September 2024. Based on the driveway counts, the existing uses generated 230 daily trips, including 18 trips during the AM peak hour and 28 trips during PM peak hour.

Project Trips

After applying the trip reductions and existing trip credits, it is estimated that the proposed project would generate 631 new daily trips, including 50 new trips (9 inbound and 41 outbound) during the AM peak hour and 57 new trips (37 inbound and 20 outbound) during the PM peak hour (see Table 5).

Trip Distribution and Assignment

The trip distribution for the project was estimated based on existing travel patterns on the surrounding roadway network and the locations of complementary land uses (see Figure 7). Although Castro Street is closed to vehicular traffic north of California Street, motor vehicle trips to/from the Downtown area are expected to use Castro Street as the connecting road between the project site and the Downtown, and the trip distribution is taking into account overall Downtown access.

The net peak-hour trips generated by the proposed project were assigned to the roadway system based on the directions of approach and departure, the roadway network connections, and the location of project driveway (see Figure 8). Figure 8 also includes the pass-by trips at and near the driveway. The assignments of the gross project trips, pass-by trips, and exiting trip credits are provided in Appendix D.

[1] A major bus stop is defined as a stop where six or more buses per hour from the same or different routes stop during the peak period.

Table 5
Project Trip Generation Estimates

Land Use	Size	Daily Trip Rate	Daily Trips	AM Peak Hour Trip Rate	AM Peak Hour Trips In	AM Peak Hour Trips Out	AM Peak Hour Trips Total	PM Peak Hour Trip Rate	PM Peak Hour Trips In	PM Peak Hour Trips Out	PM Peak Hour Trips Total
Proposed Use											
Mid-Rise Multifamily Residential[1]	140 units	4.54	636	0.37	12	40	52	0.39	33	22	55
- Residential/Retail Internal Capture (15%)[3]			-80		-1	-2	-3		-4	-4	-8
- Transit Reduction (2%)[4]			-11		0	-1	-1		-1	0	-1
Sub-Total Residential			*545*		*11*	*37*	*48*		*28*	*18*	*46*
Retail[2]	9.776 ksf	54.45	532	2.36	14	9	23	6.59	32	32	64
- Residential/Retail Internal Capture (15%)[3]			-80		-2	-1	-3		-4	-4	-8
- Pass-By Reduction (30%)[5]			-136		0	0	0		-8	-9	-17
Sub-Total Retail			*316*		*12*	*8*	*20*		*20*	*19*	*39*
Gross Proposed Trips			***861***		***23***	***45***	***68***		***48***	***37***	***85***
Existing Uses											
Existing Uses[6]			230		14	4	18		11	17	28
Net Project Trips			**631**		**9**	**41**	**50**		**37**	**20**	**57**

Source: ITE Trip Generation Manual, 11th Edition, 2021.
1. Multifamily Housing Not Close to Rail Transit (Mid-Rise) (Land Use 221): average trip rates in trips per dwelling unit (du) are used.
2. Strip Retail Plaza (<40k) (Land Use 822): average rates in trips per 1,000 s.f. are used.
3. Residential/retail internal trip reductions were applied to the project per the 2014 Santa Clara VTA TIA Guidelines.
4. Per VTA TIA Guidelines, a transit trip reduction is applied to the project that is within 2,000 feet of a major bus stop.
5. Pass-by trip reduction is based on the maximum allowable pass-by trip reduction rate in the VTA TIA Guidelines for the daily and PM peak hour. Hexagon assumes no pass-by trip reduction during the AM peak hour for retail uses.
6. AM and PM peak-hour trips were based on the driveway counts conducted on September 24, 2024. Daily trips were estimated based on the average AM and PM peak-hour trips multiplied by 10.

El Camino Real has a raised median, so only right turns in and out of Hope Street are possible. Inbound project traffic traveling eastbound on El Camino Real are expected to use Castro Street and Yosemite Avenue to access the driveway on Hope Street. Outbound project traffic from southbound Hope Street destined to eastbound El Camino Real would need to make a U-turn at Castro Street. Field observations showed that the traffic on the westbound approach on El Camino Real at Castro Street extended past Hope Street. However, the traffic along the westbound approach was not constant, leaving gaps for southbound vehicles from Hope Street to turn right and to enter the westbound left turn lane on El Camino Real at Castro Street. Thus, southbound right turn traffic from Hope Street to El Camino Real are not expected to experience long delays.

There are some movements with negative trips due to existing credits. Some movements, such as inbound and outbound movements to/from Fairmont Avenue, would not exist anymore. In addition, due to the different access points between the existing developments and the proposed development, some movements would not be replaced with project traffic.

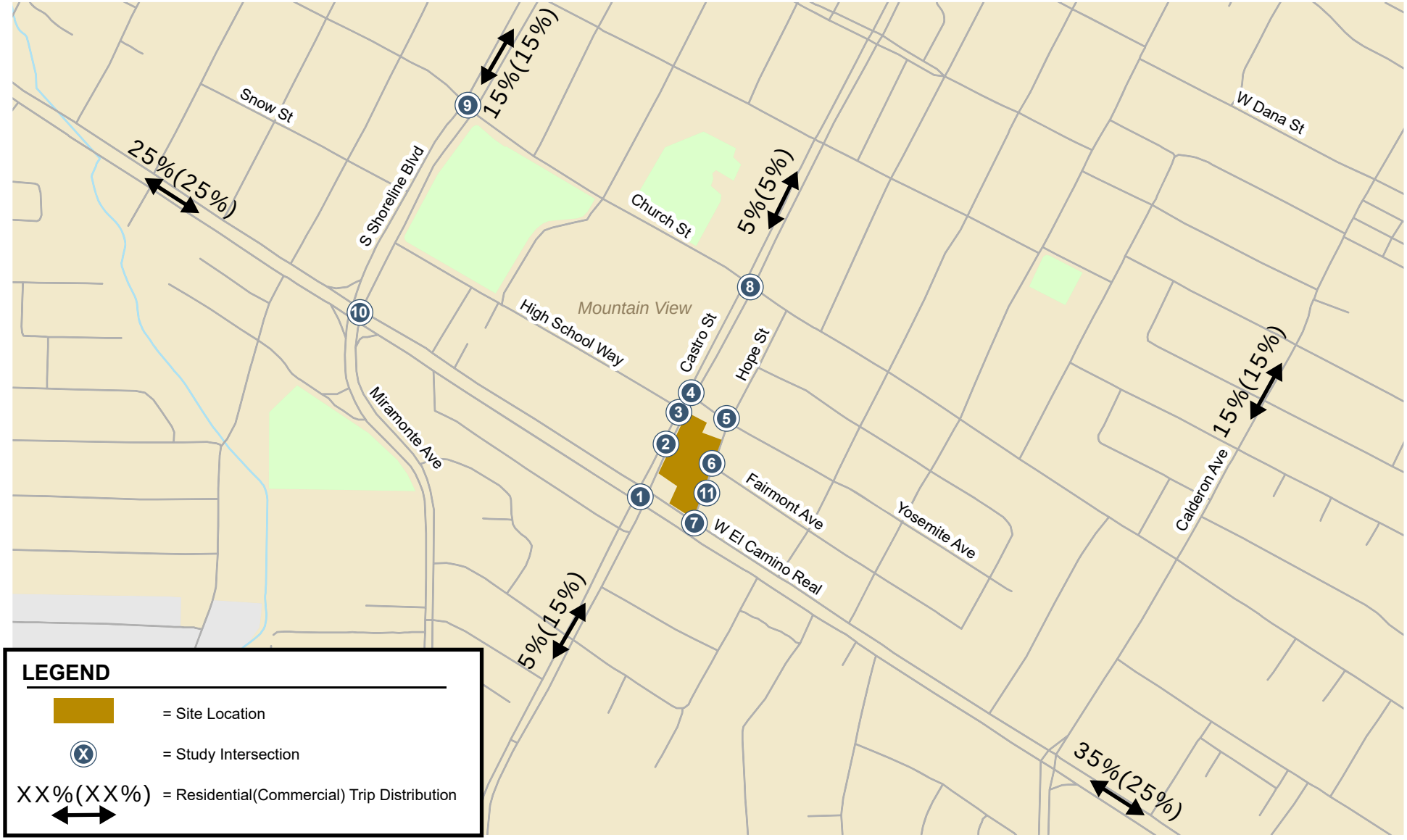
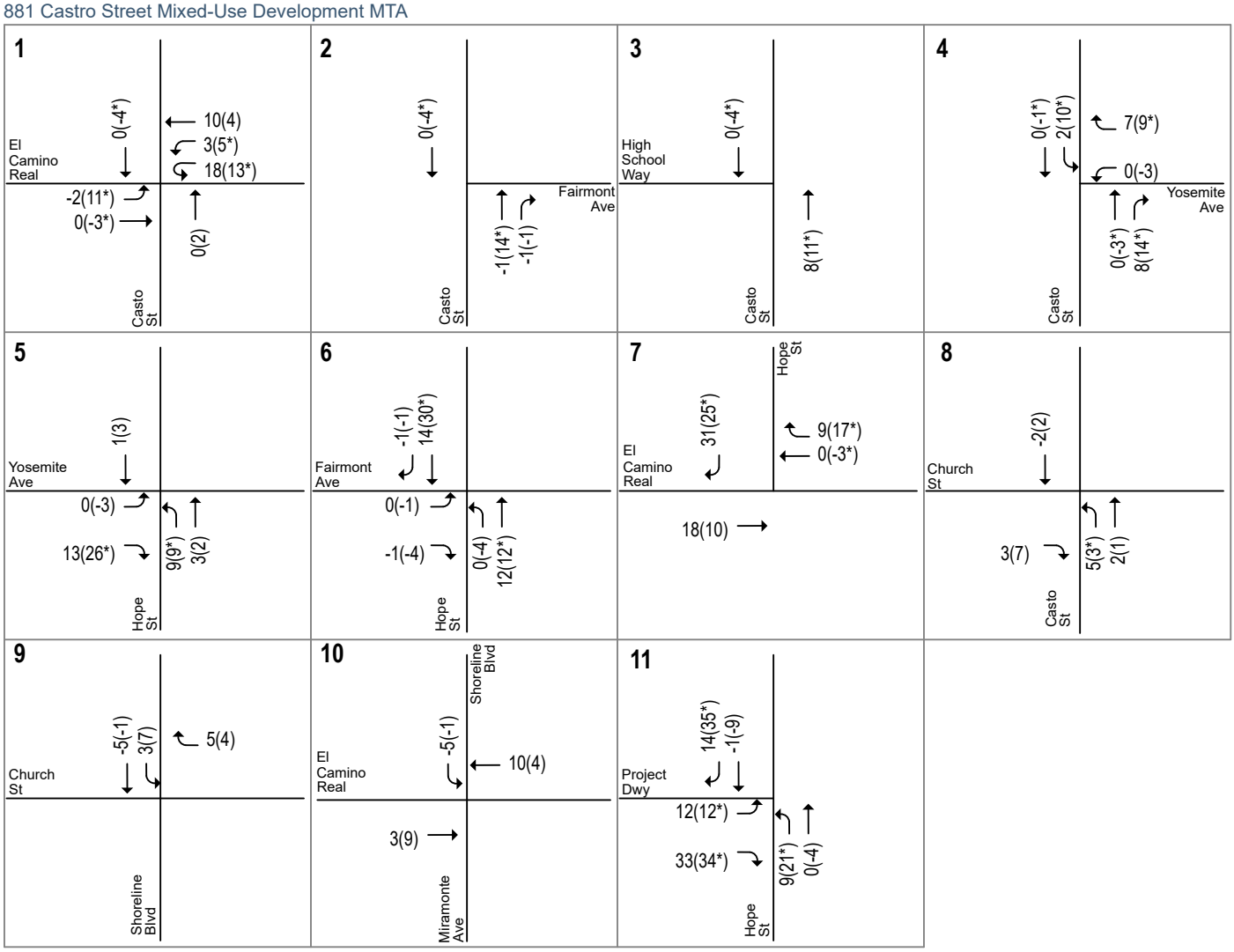


Figure 7
Project Trip Distribution



LEGEND

XX(XX) = AM(PM) Peak-Hour Trips

* Note: Includes Pass-by Trips

Figure 8
Net Project Trip and Pass-by Assignment

Diverted Traffic

The project would close Fairmont Avenue to motor vehicle traffic between Castro Street and Hope Street. The traffic on Fairmont that would be diverted to Yosemite Avenue and El Camino Real was estimated using the peak-hour intersection counts on Fairmont Avenue at Castro Street and Hope Street.

It is expected that the traffic traveling southbound and northbound on Castro Street and turning onto eastbound Fairmont Avenue would be relocated to Yosemite Avenue and El Camino Real, respectively. There are surface parking spaces behind the existing commercial buildings on Castro Street between Yosemite Avenue and Fairmont Avenue. Traffic associated with these parking spaces currently enters Yosemite Avenue and exits through Fairmont Avenue. The project would demolish the southern part of the area (buildings and surface parking), so the traffic associated with the remaining parking spaces would need to exit through Yosemite Avenue with the project. The project should work with the adjacent property to reconfigure the remaining surface parking area, so that traffic can enter and exit the parking area via Yosemite Avenue. Figure 9 shows the estimated diverted traffic from Fairmont Avenue during the AM and PM peak hours.

Roadway Network

The lane configurations of the study intersections under project conditions would be the same as existing conditions, except the Castro Street/Fairmont Avenue and Hope Street/Fairmont Avenue intersections, where the project would close Fairmont Avenue to motor vehicle traffic between these two intersections. Although the El Camino Real Streetscape Plan (Caltrans project) is in progress in the study area, these improvements would not change the study intersection lane configurations, and the project would not alter the existing intersection lane configurations.

Traffic Volumes

Background Traffic Volumes

Background traffic volumes for the study intersections (see Figure 10) were estimated by adding to the existing traffic volumes the trips generated by nearby approved projects that have not been constructed or occupied.

Lists of approved projects were obtained from the Cities of Mountain View and Los Altos. Hexagon considered both the location and size of the approved projects in order to eliminate those that were too far away or too small to affect traffic conditions of the study intersections. The approved projects considered for the study are listed in Appendix C. Vehicle trips from the approved projects were obtained from the project's TIA or environmental document (Initial Study or EIR), if available. For projects without a traffic study, trip estimates were developed using rates published in the *Trip Generation Manual*. The estimated trips were assigned to the study intersections according to distributions identified in the development traffic studies, if available, or knowledge of the study area.

The approved trips and traffic volumes for all components of traffic are tabulated in Appendix C.

Background Plus Project Traffic Volumes

Project trips, as represented in the above project trip assignment, were added to background traffic volumes to obtain background plus project traffic volumes (see Figure 11).

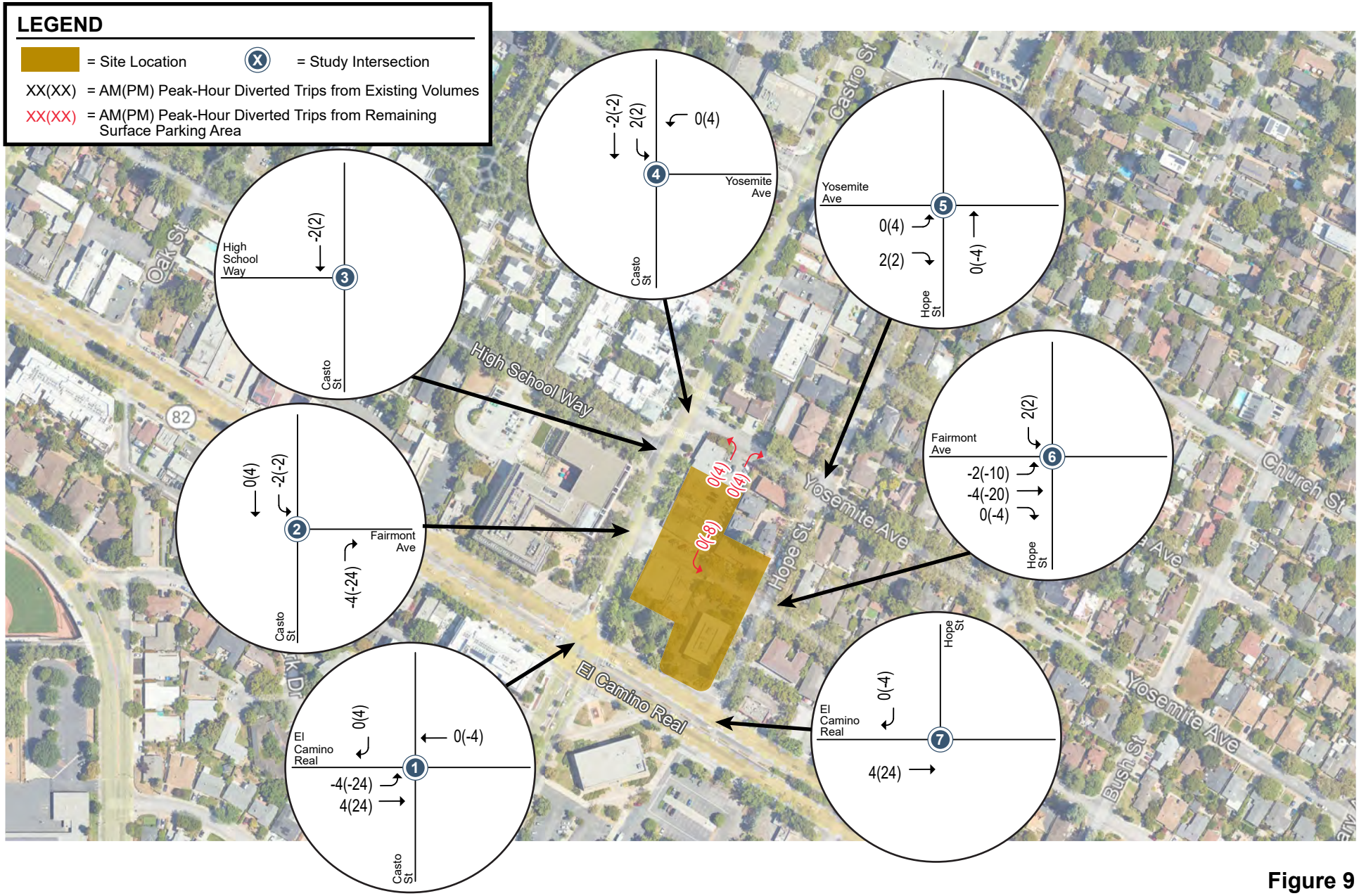
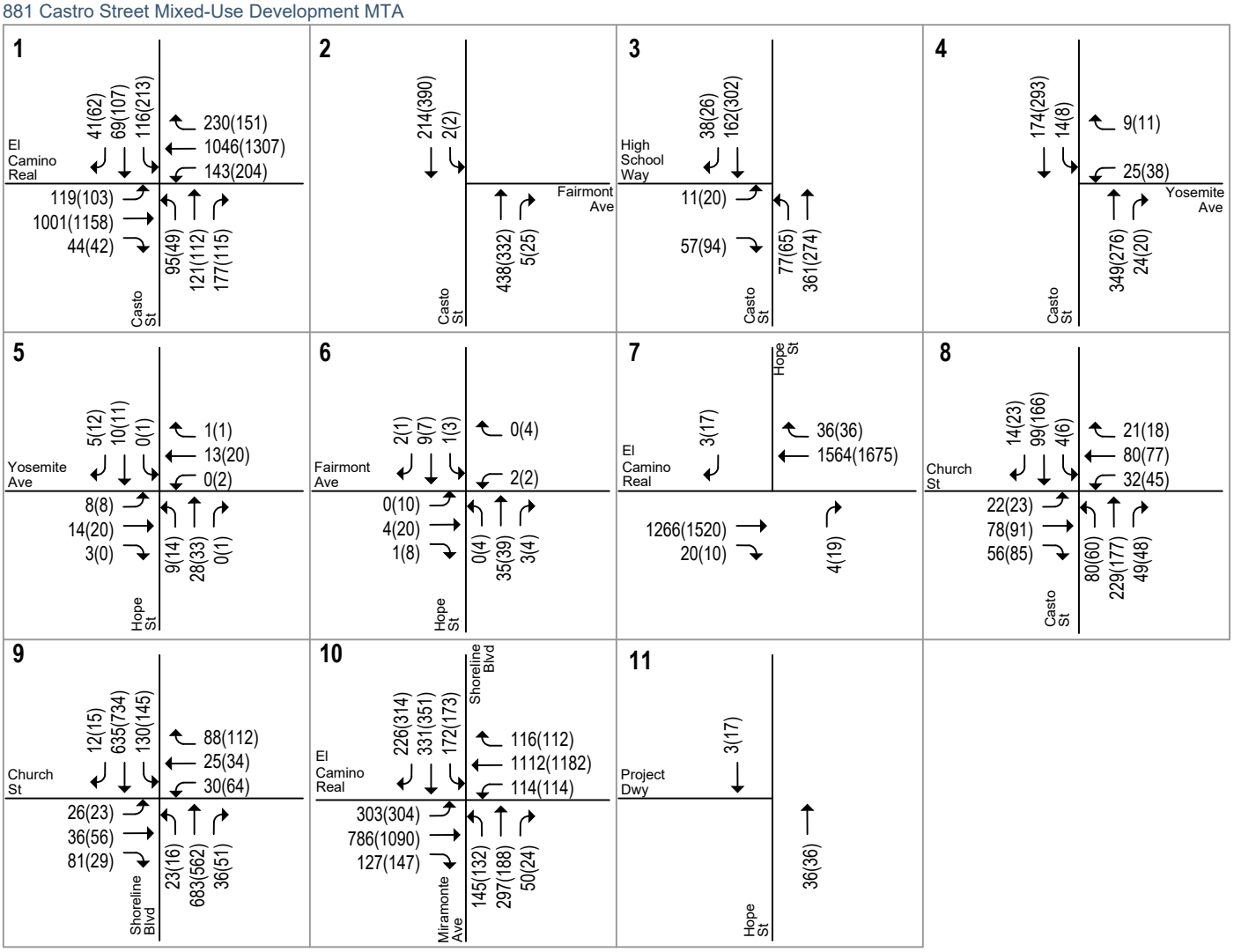


Figure 9
Diverted Traffic From Fairmont Avenue

NORTH
Not to Scale



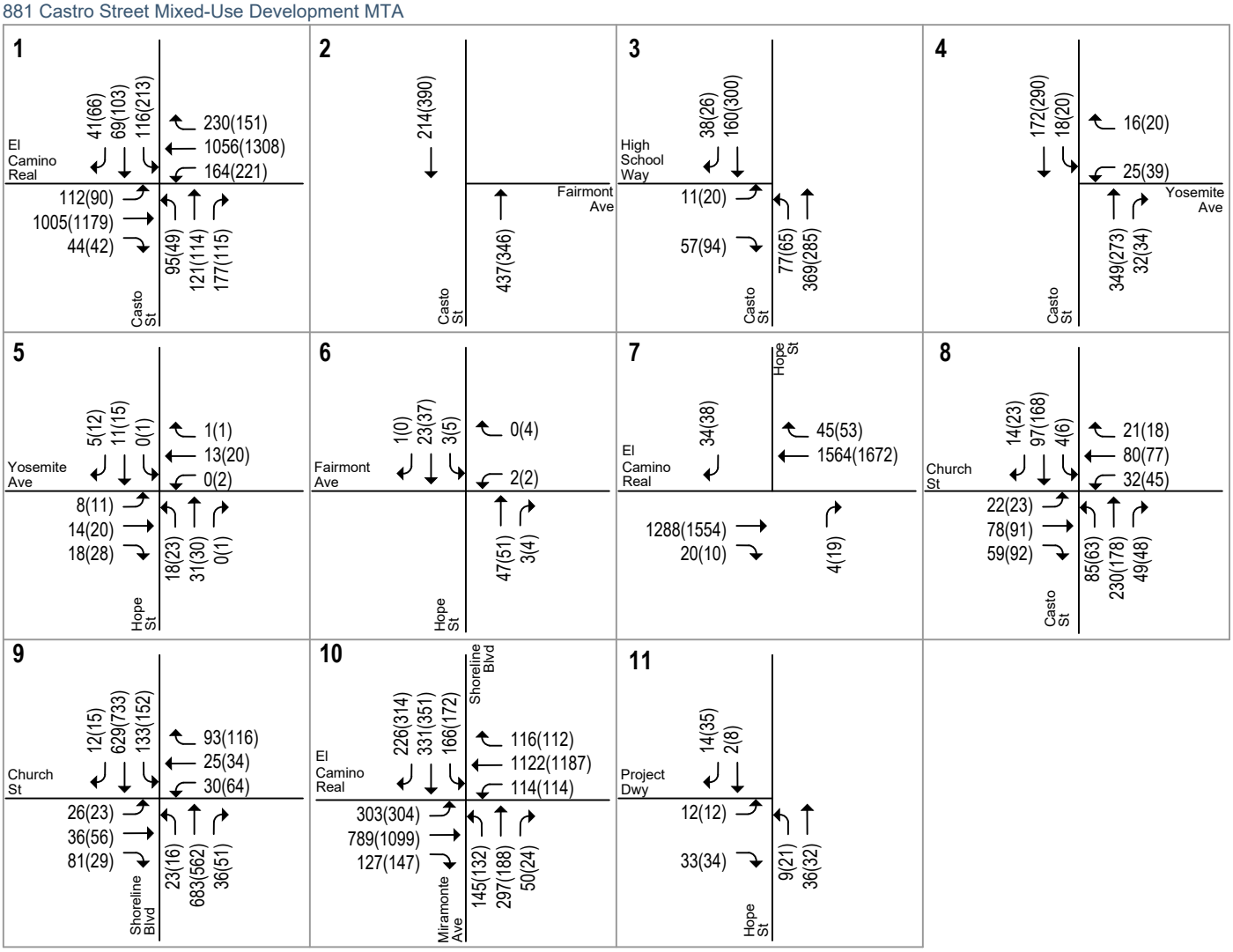
LEGEND

XX(XX) = AM(PM) Peak-Hour Traffic Volumes

Figure 10
Background Traffic Volumes

HEXAGON

NORTH
Not to Scale



LEGEND

XX(XX) = AM(PM) Peak-Hour Traffic Volumes

*Note: Includes Passby Trips

Figure 11
Background Plus Project Traffic Volumes

HEXAGON

NORTH
Not to Scale

Intersection Levels of Service

The results of the intersection level of service analysis (see Table 6) show that all study intersections would operate at acceptable levels during both the AM and PM peak hours of traffic under background and background plus project conditions. The background plus project analysis accounts for the diverted trips previously discussed. The critical delay and v/c increase for unsignalized intersections are not calculated, as these values only determine the adverse effect at signalized intersections. The intersection level of service calculation sheets for the project are included in Appendix B.

There are some signalized intersections for which the average delay under project conditions is shown to be less than under no project conditions during at least one peak hour. The average delay can be less under project conditions because the intersection delay is a weighted average of all intersection movements. The addition of project traffic to movements with delays lower than the average intersection delay can reduce the average delay for the entire intersection. There are some signalized intersections for which the critical delay under project conditions is shown to be less than no project conditions. This is because the project trips are assigned to the non-critical movements of the intersection.

Signal Warrant Analysis At Unsignalized Intersections

Traffic operations at the unsignalized intersections were also analyzed on the basis of the Peak-Hour Volume Signal Warrant, (Warrant #3) described in *the California Manual on Uniform Traffic Control Devices (MUTCD)*, 2014 Edition. This method makes no evaluation of intersection level of service, but simply provides an indication whether peak-hour traffic volumes are, or would be, sufficient to justify installation of a traffic signal. The results of the peak-hour volume signal warrant analysis indicate that none of the unsignalized intersections would meet the signal warrant under any scenario (see Appendix E).

Table 6
Background Intersection Levels of Service

ID	Intersection	LOS Standard	Peak Hour	Background Avg. Delay[1]	Background LOS	Background+Project Avg. Delay[1]	Background+Project LOS	Incr. In Crit. Del.[4]	Incr. In Crit. V/C[4]
1	Castro St and El Camino Real*	E	AM	42.7	D	43.1	D	-0.6	-0.002
			PM	40.7	D	40.2	D	0.6	0.016
2	Castro St and Fairmont Ave[2]	D	AM	8.2	A	--	--	--	--
	(one-way stop control)		PM	8.0	A	--	--	--	--
3	Castro St and High School Way	D	AM	10.5	B	10.5	B	--	--
	(one-way stop control)		PM	12.0	B	12.0	B	--	--
4	Castro St and Yosemite Ave	D	AM	12.3	B	12.2	B	--	--
	(one-way stop control)		PM	12.8	B	12.8	B	--	--
5	Hope St and Yosemite Ave	D	AM	9.3	A	9.4	A	--	--
	(two-way stop control)		PM	9.5	A	9.6	A	--	--
6	Hope St and Fairmont Ave[3]	D	AM	9.1	A	8.9	A	--	--
	(two-way stop control)		PM	9.2	A	8.7	A	--	--
7	Hope St and El Camino Real	D	AM	12.4	B	12.9	B	--	--
	(one-way stop control)		PM	13.0	B	13.5	B	--	--
8	Castro St and Church St	E	AM	16.3	B	16.4	B	0.1	0.003
			PM	19.2	B	19.3	B	0.1	0.009
9	Shoreline Blvd and Church St	D	AM	19.4	B	19.5	B	0.2	0.002
			PM	24.1	C	24.2	C	0.3	0.004
10	Shoreline Blvd/Miramonte Ave and El Camino Real*	E	AM	50.4	D	50.1	D	-0.4	-0.002
			PM	46.1	D	46.0	D	0.0	0.001
11	Hope St and Project Dwy (Future)	D	AM	--	--	8.6	A	--	--
	(one-way stop control)		PM	--	--	8.7	A	--	--

Notes:
* Denotes VTA CMP intersection.
1. Weighted average control delay measured in seconds per vehicle for signalized and all-way stop intersections. Worst approach delay (seconds per vehicle) and LOS are reported for side stop-controlled intersections.
2. With the project, Fairmont Avenue would be closed to vehicle traffic. There would be no opposing traffic for Castro Street.
3. With the project, the west leg of Fairmont Avenue would be closed to vehicle traffic.
4. The critical delay and v/c increase for unsignalized intersections are not calculated, as these values only determine the adverse effect at signalized intersections.

Intersection Queuing Analysis

The analysis of intersection operations was supplemented with a vehicle queuing analysis for intersections where the project would add a substantial number of trips to the left-turn movements or stop-controlled movements. This analysis provides a basis for estimating future storage requirements at the intersections under existing, background, and project conditions. Vehicle queues were estimated using a Poisson probability distribution, described in Chapter 1. The westbound left-turn movement from El Camino Real to Castro Street was evaluated, and the results of the queueing analysis are summarized in Table 7. The queuing analysis indicates that the existing queuing deficiency would be exacerbated by the project at the intersection. Although this is a CMP intersection, as described below, the small increase in vehicle queueing would not cause an adverse effect on traffic operations of the intersection.

Castro Street and El Camino Real – Westbound Left Turn

The existing storage capacity for the westbound left-turn lane on El Camino Real at Castro Street is approximately 350 feet (14 vehicles). Under existing conditions, the 95th percentile queue exceeds the

storage lane by 25 feet, or one vehicle, during the PM peak hour. Under background conditions, the queue would remain the same. The project would add one vehicle to the PM peak-hour queue. Field observations showed that all left-turn vehicles were able to clear the intersection in one cycle and through traffic was not affected. Based on field observations, the small increase is not expected to affect the westbound through traffic as there are three westbound through lanes.

Table 7
Intersection Queuing Analysis Summary

	Castro St & El Camino Real	
	WBL	
Analysis Scenario	**AM**	**PM**
Existing		
Cycle (sec)	180	170
Volume (vph)	143	204
95th %. Queue (veh/ln)	12	15
95th %. Queue[1] (ft/ln)	300	375
Storage (ft/ln)	350	350
Adequate (Y/N)	Y	**N**
Background		
Cycle (sec)	180	170
Volume (vph)	143	204
95th %. Queue (veh/ln)	12	15
95th %. Queue[1] (ft/ln)	300	375
Storage (ft/ln)	350	350
Adequate (Y/N)	Y	**N**
Background Plus Project		
Cycle (sec)	180	170
Volume (vph)	164	221
95th %. Queue (veh/ln)	13	16
95th %. Queue[1] (ft/ln)	325	400
Storage (ft/ln)	350	350
Adequate (Y/N)	Y	**N**

Notes:
WBL = westbound left turn movement.
[1] Assumes 25 feet per vehicle queued.

4. Other Transportation Issues

This chapter presents other transportation issues associated with the project, including:

- Conformance with the City policies
- Site access and circulation
- Effects on pedestrians, bicycles, and transit facilities
- Effects on surrounding neighborhood streets
- Parking

The analyses in this chapter are based on the City's *MTA Handbook* and professional judgment in accordance with the standards and methods employed by the traffic engineering community.

Conformance with City Policies

General Plan

The City's General Plan aims to support the Downtown area. The project is located within the Central Neighborhoods/Downtown Planning Area. The project is in conformance with the General Plan, as described below:

- **Connect the Community.** The project would support transit access and improve multimodal connectivity through a multi-use paseo that would replace vehicular traffic along Fairmont Avenue and updated crosswalks across the north and east legs of the Hope Street/Fairmont Avenue intersection.
- **Develop Around Transit.** The project would be within 500 feet of bus stops along El Camino Real and Castro Street.

Downtown Precise Plan (DPP)

The project is located within the Downtown Precise Plan (DPP) Area J (East of Castro Street Frontage), which includes parcels bounded by El Camino Real, Castro Street, Mercy Street, and Hope Street. The project is in conformance with the DPP, as described below:

- **Commercial Pedestrian Entrances.** The project would provide commercial uses along the Castro Street frontage and residential uses along the Hope Street frontage
- **Site Access.** The project's driveway would be located along Hope Street, which would avoid curb cuts along Castro Street and El Camino Real.

- **On-Site Parking.** All parking should be on site and hidden from the project frontage. The parking garage entrance would be on Hope Street, hidden from the project frontage, and the garage would be located underground.
- **Service Areas.** Trash enclosures and mechanical equipment should be screened and located away from adjacent residential uses. On-site trash bins should be in one area. The project would provide one trash room for residential use in the southeast area of the site, next to the lobby. The trash room would be enclosed and placed along the passenger drop off zone, where garbage trucks would easily be able to access the trash staging area via Hope Street. The project would provide another trash room in the northwest corner of the site for commercial and residential use. Because the paseo would separate the first 3 levels of the building into a north side and south side, two separate trash areas would be acceptable.

Downtown Lighting Study

The 2020 Downtown Lighting Study analyzed the Downtown area bounded by Evelyn Avenue in the north, Franklin Street in the west, El Camino Real in the south, and View Street in the east. Because the area is a popular spot for late night attractions, the City evaluated the areas where the lighting levels are lower than desired. The study recommends lighting design criteria for intersections based on the street classifications and for pedestrian areas and bikeways based on the pedestrian classifications. El Camino Real is a major street with a high pedestrian level; Castro Street and as a collector street with a median pedestrian level; Hope Street is a local street with a median pedestrian level, and Fairmont Avenue and Yosemite Avenue are local streets with a low pedestrian level. A major/collector intersection with a high pedestrian level requires higher illumination than a local/local intersection with a low pedestrian level. Sidewalks adjacent to roadways with a high pedestrian level requires high illumination than sidewalks and pathways in low pedestrian areas.

Within the project vicinity, the City identified additional lighting should be installed at the following uncontrolled crosswalks along Castro Street: Castro Street at High School Way/Yosemite Avenue (2 crosswalks) and Castro Street between Church Street and Yosemite Avenue. In addition, the lighting along Castro Street and Hope Street would also require enhancing. Lighting enhancements would include adding more light posts and retrofitting existing light posts with more energy and optically efficient lights.

The project would maintain the existing streetlights along Castro Street and El Camino Real and add in recessed lighting along the pedestrian walking path on site in front of the commercial uses on Castro Street and El Camino Real and pedestrian scale lighting along Hope Street. There would also be various lighting additions within the site, including along the multi-use paseo. The project would have to update the existing light posts and add more light posts on the sidewalks along the Castro Street and Hope Street frontages to conform with the downtown lighting plan. The proposed lightings along the along the multi-use paseo should also meet the lighting design criteria for pedestrian pathways.

Site Access and Circulation

A review of the project site plan was performed to determine if adequate vehicle site access and on-site circulation would be provided and to identify any access or circulation issues that should be improved. This review is based on the site plan dated September 30, 2024, presented on Figure 2 and in accordance with generally accepted traffic engineering standards.

Vehicular Site Access

Vehicle access to the project site would be provided via a new driveway on Hope Street between Fairmont Avenue and El Camino Real. The project would remove the existing driveways on Hope

Street and El Camino Real and close Fairmont Avenue to motor vehicular traffic between Castro Street and Hope Street. Most areas within the DPP require a maximum 22-foot two-way driveway, unless additional width is required for safety and operations. DPP Area J, where the project site would be, does not have a requirement for driveway width. Based on the City's Zoning Code, driveways should be a minimum of 18 feet, with no maximum requirement. The project's driveway would be 25 feet wide, which would satisfy the City's requirement.

Traffic Operations at the Project Driveway

Traffic operations at the project driveway were evaluated to identify whether there would be vehicle queuing issues. The gross site trips that would occur at the project driveway are 23 inbound trips and 45 outbound trips during the AM peak hour, and 56 inbound trips and 46 outbound trips during the PM peak hour (see Figure 8 for Intersection 11). The PM peak-hour trips include the pass-by trips.

The northbound left-turn trips (9 AM and 21 PM peak-hour trips) are expected to have a vehicle delay of 7.2 seconds and 7.3 seconds per vehicle during the AM and PM peak hours, respectively. Because of the small number of left-turn trips accessing the driveway, the short delay is not expected to affect traffic flow on northbound Hope Street and, subsequently, vehicles turning onto Hope Street from El Camino Real. Vehicles turning right into the project site from southbound Hope Street may slow traffic in the travel lane momentarily due to vehicles slowing down to turn into the driveway. However, this would not have a significant effect on traffic operations because of the small amount of traffic on Hope Street.

Some minor on-site vehicle queuing could occur for outbound traffic. Given the estimated 46 outbound trips in the PM peak hour at the driveway, which calculates to about one outbound trip every 78 seconds, the probability of two or more outbound vehicles exiting the site at the same time would be low. The garage access ramp between the sidewalk and the drive aisle in the parking garage would accommodate three vehicles. Therefore, the outbound vehicle queue is not expected to affect the on-site circulation.

Sight Distance at Project Driveway

The project driveway should be free and clear of any obstructions to provide adequate sight distance, thereby ensuring that exiting vehicles can see pedestrians on the sidewalk and vehicles and bicycles traveling on Hope Street. Providing the appropriate sight distance reduces the likelihood of a collision at a driveway and provides drivers with the ability to locate sufficient gaps in traffic and exit a driveway.

According to the City's Standard Detail A-22, any landscaping, structures and signage within the pedestrian triangle and vehicle triangle at the driveway should be no taller than 3 feet and located in such a way to ensure an unobstructed view for drivers exiting the site, and street trees must have a high canopy of at least 6 feet. The landscaping features shown on the site plan are not expected to obstruct the vision of exiting drivers provided the landscaping is also kept at a low level within the pedestrian triangle and vehicle triangle at the driveway.

Pedestrian triangles are measured 25 feet from the back of the sidewalk and 25 feet to both sides of a driveway. The walls of the garage entrance would be within the pedestrian triangles and are likely to limit visibility for exiting vehicles to see pedestrians on the sidewalks. To ensure pedestrian safety, the site plan shows that the project driveway would be stop-controlled with a stop bar marking at the back of the sidewalk and the garage walls should be less than 3 feet in height.

According to the City's Standard Detail A-22, the stopping sight distance on Hope Street should be 150 feet due to the 25-mph speed limit. Thus, a driver must be able to see 150 feet looking in either direction out of the driveway to locate a sufficient gap to turn out of the driveway. There is no roadway curve on Hope Street that would obstruct the vision of exiting drivers, and on-street parking near the

driveway would be prohibited for at least 10 feet, with a loading zone beginning 30 feet south of the driveway. The project should restrict parking for the entire 30 feet between the driveway and the loading zone. A large delivery vehicle in the loading zone may potentially block the view of exiting vehicles at the project driveway to see vehicles turning right from El Camino Real to Hope Street. However, loading vehicles are not expected to constantly occupy the space. The project driveway would be offset from the Fairmont Avenue intersection. Because exiting vehicles would be able to see vehicles traveling on Fairmont Avenue, exiting vehicles would have adequate sight distance.

Corner Visibility at Intersections

The project site fronts the corner of the Hope Street/El Camino Real intersection. The intersection corner should be free and clear of any obstructions to optimize corner visibility per the City's Standard Details A-23, thereby ensuring the vehicles approaching the intersection can see other vehicles or bicycles traveling on the cross street. Any landscaping and signage within the safety visibility triangle at the intersection corners should be no taller than 3 feet and in such a way to ensure an unobstructed view for drivers on the street.

According to the site plan, the landscape plan shows landscaping would be added to the Hope Street/El Camino Real intersection. No building structure would be located within the corner visibility triangles (35 feet from the right-of-way) and the landscaping provided at the corners would be less than 3 feet tall within the corner visibility triangles, which would maintain the required sight distance.

Vehicle On-Site Circulation

Within the site, two-way 26-foot drive aisles would be provided within the parking garage. The width of all drive aisles meets the City of Mountain View minimum requirement (24 feet) for 90-degree parking spaces on double-loaded drive aisles with two-way traffic. The parking stalls throughout the site would be 90-degree uniform parking stalls. The stall depth (20 feet) of the parking spaces would meet City's minimum standard (18 feet).

The ramp to the underground garage is shown to be 26 feet wide, which is adequate for two-way traffic. The site plan shows one ramp within each level of the residential garage (see Figure 14), which would be 22 feet wide. The slope of the ramp between the ground level and level B1 would be 15 percent with a 7.5 percent transition slope to prevent vehicles from bottoming out. The slope between levels P1 and P2 is unknown; however, there would also be transition slopes.

On-site vehicle circulation was also evaluated to identify whether there are dead-end aisles within the parking garages (see Figure 12). Dead-end aisles are undesirable because drivers can enter the aisle, and upon discovering that there is no available parking, must back out or conduct three-point turns. The garage plan shows dead-end aisles on both levels B1 and B2. However, the project would provide a turnaround space at each dead-end aisle, which would provide adequate circulation.

Parking for retail patrons would be located on level B1 of the parking garage, indicated by signage. Residential parking stalls would be reserved by unit, located on both levels B1 and B2.

Loading Zone on Hope Street

The site plan indicates a loading zone along the project frontage on Hope Street, just south of the driveway, which would be convenient for people accessing the site using Uber/Lyft or other rideshare apps (e.g., Scoop, Bay Area Carpool). The site plan does not indicate if the loading zone would be limited to only freight loading. The loading zone should be signed for both freight and passenger loading.

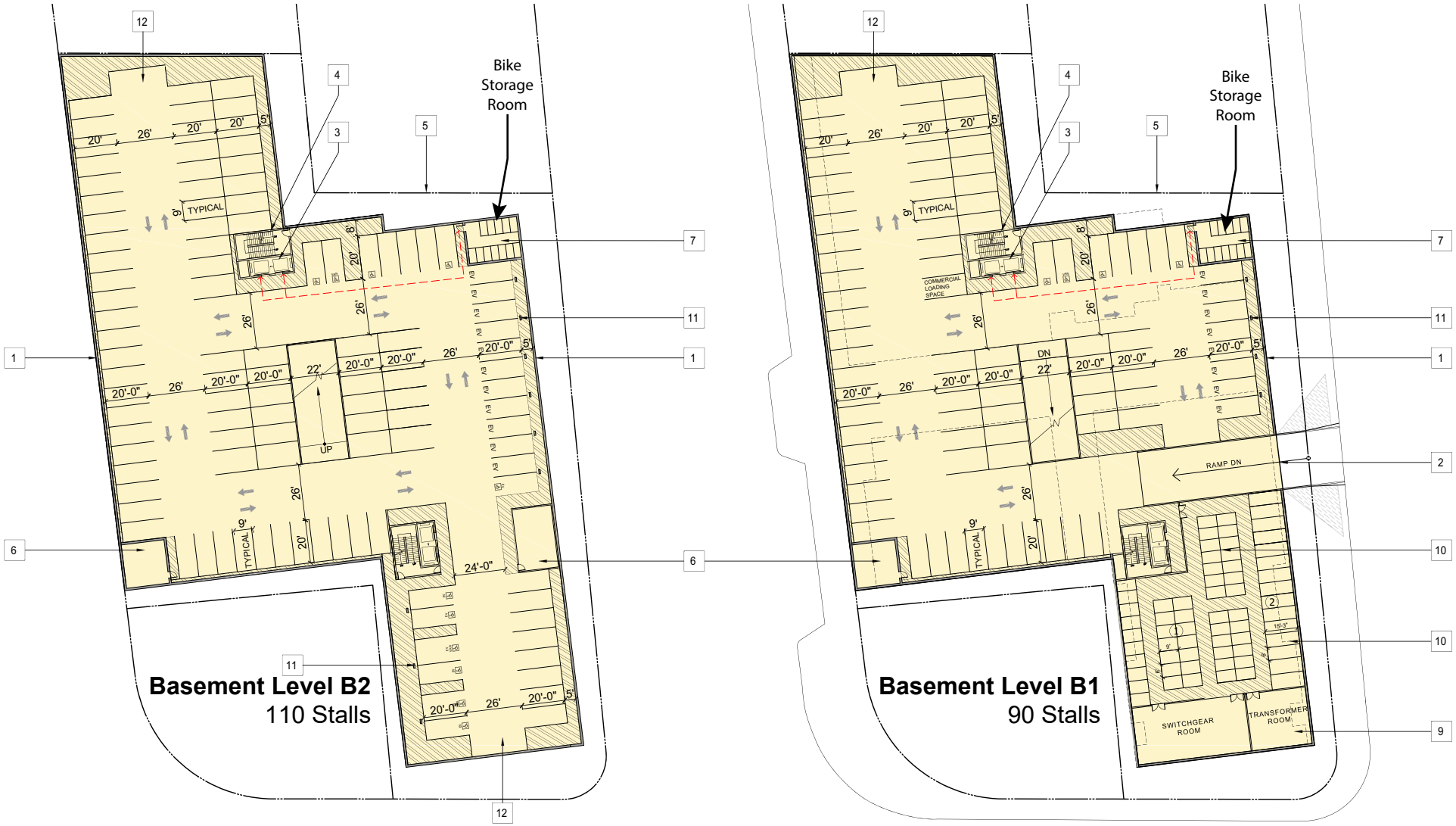


Figure 12
Parking Garage Plans

The loading zone on Hope Street would be 80-foot long and approximately 8.5 feet wide, beginning 30 feet south of the proposed project driveway. Currently, on-street parking is permitted along both sides of Hope Street, south of Fairmont Avenue. Thus, vehicles accessing the loading area are not expected to have an adverse effect on traffic flow along southbound Hope Street as vehicles currently pull over to park. In addition, southbound vehicles are expected to travel slower to approach El Camino Real due to the stop-control. The project would install a raised crosswalk along the north leg of the Hope Street/Fairmont Avenue intersection, which would also provide traffic calming and slow vehicular speed.

An adjacent development project at 969 Hope Street will install a curb cut for trash pick-up on Hope Street across the project's loading zone. The project's loading zone would need to coordinate with the future curb cut at 969 Hope Street.

Truck Access and Circulation

Emergency response vehicles would access the project site from El Camino Real, Castro Street, Hope Street, and the project driveway.

The City requires one loading space for commercial, industrial, institutional, and service uses of 10,000 to 30,000 square feet. Thus, the proposed commercial space would not require a loading space.

The project would provide one residential trash room near the project driveway and one commercial and residential trash room in the northern area of the site. Staff would move the trash bins from the trash enclosures to the staging areas accessed from Castro Street for the north side and Hope Street for the south side on garbage collection days. Trash collection would occur on the street.

Pedestrian, Bicycle, and Transit Facility Assessment

The following describes the pedestrian, bicycle, and transit facilities that serve the site and evaluates whether appropriate bicycle and pedestrian access and transit service are provided between the site and nearby destinations.

Pedestrian Operations

Pedestrian Access and Circulation

Pedestrian access to the project site is provided via sidewalks on El Camino Real, Castro Street, Hope Street, and surrounding streets. Pedestrian walkways would be provided through the site that provide pedestrian access from the project frontage streets to elevators and stairways to the residential units, amenities, and commercial uses (see Figure 2). The project would also provide a multi-use paseo which would replace vehicular traffic on Fairmont Avenue between Castro Street and Hope Street. The multi-use paseo would connect to the new proposed curb ramp on the northwest corner of Hope Street at Fairmont Avenue. The project would provide 12-foot-wide sidewalks (7-foot walk zone and 5-foot landscaping) on El Camino Real between Hope Street and the existing Gateway Park, 21-foot sidewalks (10-foot walk zone and 11-foot landscaping/bike parking/art) on Castro Street, and 13-foot sidewalks (8-foot walk zone and 5-foot landscaping) on Hope Street. The project would provide new high visibility crosswalks on the north and east legs of the Hope Street/Fairmont Avenue intersection. The crosswalk along the north leg is proposed as a raised crosswalk.

ADA Access

Within 0.5 mile of the project site, curb ramps are present at the signalized intersections on El Camino Real between Shoreline Boulevard and Calderon Avenue, on Castro Street between Miramonte Avenue and California Street, and on Hope Street between El Camino Real and California Street.

Some corners meet current ADA curb ramp designs, such as truncated domes and adequate curb ramp slopes. Truncated domes are the standard design requirement for detectable warnings which enable people with visual disabilities to determine the boundary between the sidewalk and the street.

The following signalized intersections in the project vicinity include at least one corner that does not include truncated domes, and the ramp slope of these ramps do not appear to meet the current ADA standard:

- Shoreline Boulevard and El Camino Real
- Calderon Avenue and El Camino Real
- Castro Street and Mercy Street
- Castro Street and California Street

The project would build new curb ramps at all corners of Hope Street/Fairmont Avenue intersection. The curb ramps at Castro Street/Mercy Street and Castro Street/California Street will be updated by the Capital Improvement Program (CIP). Caltrans is also expected to install new curb ramps at the northeast corner of the Castro Street/El Camino Real intersection and both corners at the Hope Street/El Camino Real intersection. The new curb ramps would be built to ADA standards.

Pedestrian Infrastructure, Safety, and User Experience

Pedestrian facilities in the study area consist of sidewalks and crosswalks. A complete network of sidewalks is present along all of the surrounding streets. Crosswalks with pedestrian signal heads are located at all of the signalized intersections in the project vicinity. High-visibility midblock crosswalks are available on Castro Street at Yosemite Avenue. The project would provide new high visibility crosswalks at the Hope Street/Fairmont Avenue intersection.

The project would install an east-west multi-use paseo along the center of the project site, across Fairmont Avenue. The paseo would better connect pedestrians and bicyclists to the planned bike lanes along Castro Street, as well as the retail and restaurant uses along Castro Street.

According to the 2012 General Plan, a neighborhood is walkable when people can travel comfortably and safely on foot to many destinations. Convenient walking distance is considered to be a half mile to a mile, a walk that would take 10 to 20 minutes. Within a half mile of the project site, there are a few restaurants and retail stores (on El Camino Real and in Downtown Mountain View) and bus stops on El Camino Real and Castro Street.

Although located within one-half mile, access to some of the surrounding land uses and bus stops would require crossing busy arterial streets (El Camino Real). The wide street might be uncomfortable for some pedestrians to cross, but signalized crosswalks are available at the Castro Street/El Camino Real intersection. The City's CIP 2024-25 includes a project (CIP 25-30) to design it as a protected intersection (El Camino Real/Castro Street Protected Intersection and Castro Bikeway Improvements at Yosemite/High School Project).

Pedestrian Quality of Service

According to the City's *MTA Handbook*, a project woud result in an adverse effect on pedestrian operations if the project increases vehicle trips to a roadway with a pedestrian quality of service (PQOS) score of 3 or more.

PQOS identifies the level of comfort for pedestrians on any given roadway. Mountain View's Comprehensive Modal Plan (AccessMV), published in May 2021, includes a PQOS map (see Figure 13) that shows continuity or gaps in the pedestrian facilities as indicated with a PQOS score ranging from 1 to 5. A higher PQOS score indicates a low quality of service.

Source: City of Mountain View AccessMV Plan (May 2021)

Figure 13
Pedestrian Quality of Service (PQOS) Map

The PQOS metric in the AccessMV document covers the following factors:

- Proximity to a variety of destinations and amenities
- Street connectivity and directness of routes to destinations
- Presence of a continuous network of pedestrian facilities
- Motor vehicle traffic speed; and
- Street width and intersection conditions

Based on the PQOS map, the following streets in the project vicinity have a PQOS greater than 2, which is not desirable:

- El Camino Real (PQOS 5)
- Shoreline Boulevard north of El Camino Real (PQOS 4 and 5)
- Castro Street south of El Camino Real (PQOS 3)

The project would have an adverse effect on pedestrian operations because the project is expected to add vehicle trips to these street segments that have a PQOS score of 3 or more.

The project would provide wider sidewalks with landscaping along the project frontage to enhance the pedestrian environment. Taking this into account, the project is expected to improve the PQOS along El Camino Real along the project frontage. In addition, Caltrans would build new ADA curb ramps along the project frontage at the Hope Street/El Camino Real and Castro Street/El Camino Real intersections.

Bicycle Operations

Bicycle Access and Circulation

Bicycle access to the project site is via bike lanes on Shoreline Boulevard, Calderon Avenue, and Castro Street and the bike route on Church that connect cyclists from the project site to the surrounding areas. The site plan shows that a buffered bike lane would eventually be installed along Castro Street as approved under CIP 25-30, which includes this segment with buffered bike lane design. The design alternatives are still under consideration; however, under all design alternatives, protected intersection treatments would be installed at the Castro Street/El Camino Real intersection and protected or separated bike lanes would be provided along Castro Street. The project would provide a secure bicycle storage room on the ground level of the building north of the paseo and a bicycle storage room in levels B1 and B2 of the garage.

Short-term bicycle racks would be placed in well-lit, highly visible locations along Castro Street and within the paseo.

Bicycle Infrastructure and Safety

In the immediate project vicinity, there are bike lanes on Calderon Avenue/Phyllis Avenue, Shoreline Boulevard, and Castro Street (south of El Camino Real).

The 2015 Bicycle Transportation Plan Update evaluates the quality of the bicycle network in the City in terms of connectivity gaps and low stress gaps. The plan identifies spot gaps, corridor gaps, and quality gaps along El Camino Real, Castro Street, and Calderon Avenue. Spot gaps refer to point-specific locations lacking dedicated bicycle facilities or other treatments to accommodate safe and comfortable bicycle travel. Corridor gaps are missing links longer than one mile, while quality gaps are links of an existing bikeway that are deficient or have operational shortcomings. A buffered bicycle lane will be installed along El Camino Real via the El Camino Real Streetscape Plan and along Castro Street under approved CIP 25-30. It is expected that these bicycle-friendly infrastructures would improve the quality of the bicycle network in the area.

Bicycle Level of Traffic Stress

According to the City's *MTA Handbook*, a project woud result in an adverse effect on bicycle operations if the project increases vehicle trips to a roadway with a bicycle level of traffic stress (BLTS) score of 3 or 4, or the project would not connect to the City's low-street (BLTS 1 to 2) bike network.

The City's AccessMV report includes a BLTS map (see Figure 14) to identify the perceived comfort and safety of existing roads and bikeway facilities from the perspective of cyclists, as indicated with a BLTS score ranging from 1 to 4. A higher BLTS score indicates that the bikeway is comfortable for a more confident adult. A BLTS score of 1 is comfortable for all ages and abilities, a BLTS score of 2 is comfortable for an average adult, while a BLTS score of 4 indicates that the streets are comfortable only for highly confident riders. The metric (ranging from 1 to 4) in the AccessMV document covers the following factors:

- Number of through lanes or street width
- Posted speed limit or prevailing vehicle speed
- Presence and type of bicycle facilities
- Presence of traffic signals

Based on the BLTS map, the following streets in the project vicinity have a BLTS greater than 2, which is undesirable:

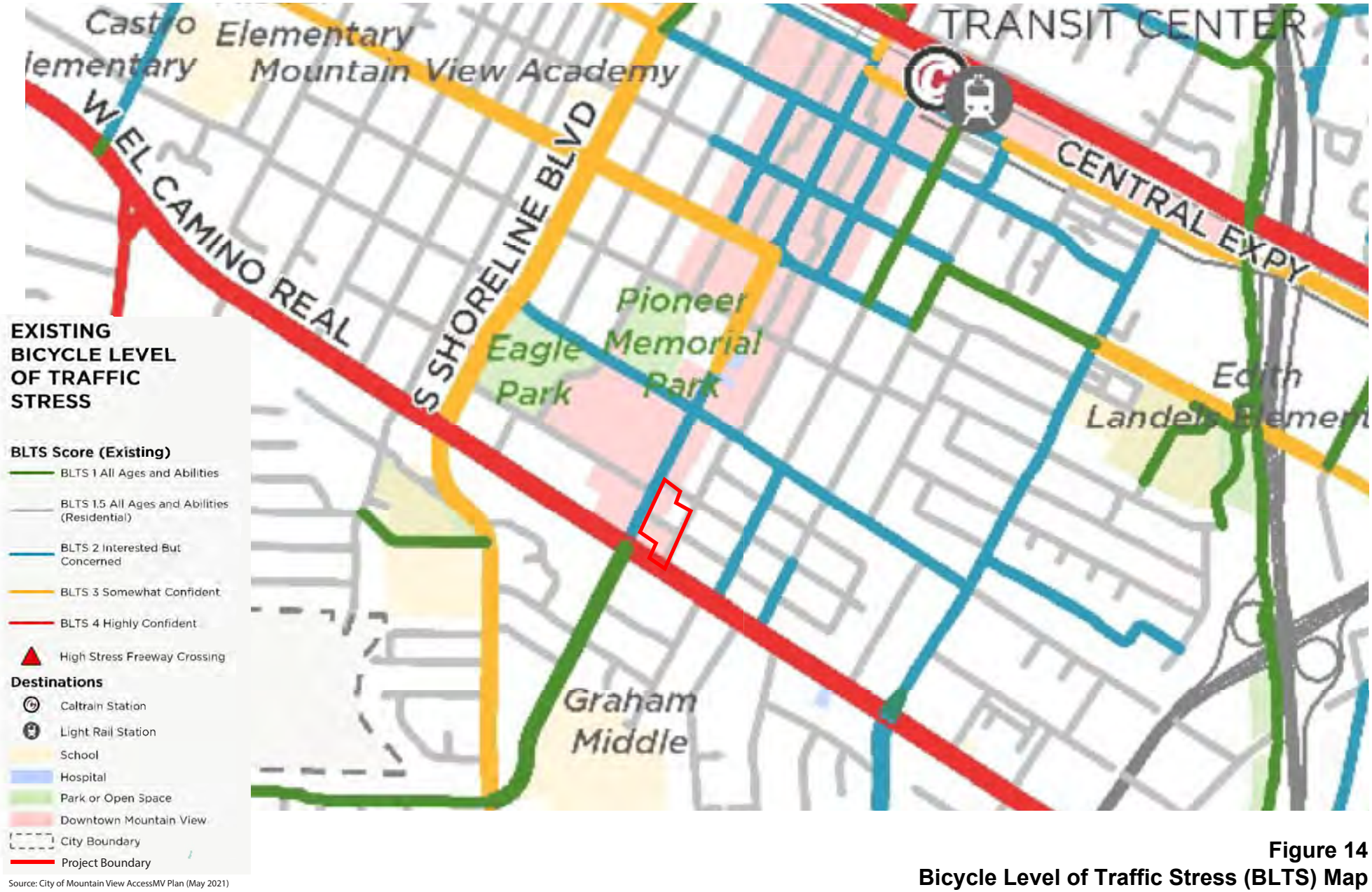
- El Camino Real (BLTS 4)
- Castro Street between Church Street and California Street (BLTS 3)
- Shoreline Boulevard (BLTS 3)

The project would create an adverse effect on bicycle operations, as the project is expected to add vehicle trips to these street segments.

The AccessMV plan includes a BLTS map considering the planned bicycle facilities listed in the VTA Countywide Bicycle Plan (2018), the City of Mountain View Bicycle Transportation Plan (2015), the Caltrain Bicycle Access and Parking Plan (2008), and several area precise plans. In addition, the El Camino Real Streetscape Plan is currently being integrated and new buffered bike lanes would be installed. With the planned improvements identified in these documents, El Camino Real is expected to have a BLTS score of 2 and Shoreline Boulevard between El Camino Real and Wright Avenue is expected to have a BLTS score of 1.

Pedestrian and Bicycle Access to Schools and Nearby Parks

The project site is located within the boundary of Landels Elementary School, Graham Middle School, and Mountain View High School, which are about 1.0-mile northeast, 0.4-mile south, and 2.4 miles southeast of the project site, respectively. Continuous sidewalks and crosswalks are present between the site and the elementary and middle schools. According to the City's suggested routes to schools, elementary school students would use Castro Street, Church Street, Bush Street, and Mercy Street. However, the elementary school would be out of reasonable walking distance (0.5 mile or 10 minutes). Middle School students would use Castro Street. Mountain View High School is not within reasonable walking distance of the project site. However, some high school students may wish to bike to school. Bicyclists would have to travel with caution along El Camino Real until reaching the Phyllis Avenue bike lanes and following the City's suggested route using Martens Avenue, Yorkshire Way, Sleeper Avenue, Franklin Avenue, and Diericx Drive to Mountain View High School.



Source: City of Mountain View AccessMV Plan (May 2021)

Figure 14
Bicycle Level of Traffic Stress (BLTS) Map

NORTH
Not to Scale

The project site is approximately 0.2 mile east from Eagle Park, located between Church Street and High School Way east of Shoreline Boulevard and 0.2 mile southeast from Pioneer Memorial Park, located on Church Street west of Castro Street. Pedestrian access to Eagle Park is provided via Castro Street, Hope Street, Church Street, and High School Way. There are continuous sidewalks between Eagle Park and the project site, and high visibility crosswalks are available crossing Castro Street and High School Way/Yosemite Avenue. There are no bicycle facilities between the site and the park. However, bicyclists could travel along Castro Street, Hope Street, Church Street, and High School Way. Similarly, pedestrian access to Pioneer Memorial Park is provided via Castro Street, Hope Street, and Church Street. Although there are no bicycle facilities, bicyclists could use these streets.

Transit Operations

Transit Facilities, Service, and Access

The project site is served by VTA Routes 22, 51, 52, and 522 with bus stops located on El Camino Real and Castro Street and is located within one mile of the Mountain View Transit Center. According to the California Public Resources Code Section 21155, a high-quality transit corridor is defined as a corridor with fixed route bus service with a frequency of service interval of 15 minutes or less during peak commute periods. Therefore, the project is located in a transit proximity area because it is within a half mile of bus stops along El Camino Real that serve routes 22 and 522.

Transit Ridership

It is expected that the project would generate some transit trips to get to the employment areas or to other destinations. According to VTA *TIA Guidelines*, approximately two percent of residents in housing within 2,000 feet of a major bus stop are expected to utilize transit. The increase in transit ridership from this project would be minimal (one transit rider per hour) and would be accommodated by the currently available capacity of the bus services in the study area.

Effects on Surrounding Neighborhood Streets

Vehicle access to the project site is via El Camino Real, Castro Street, and Hope Street. Hope Street is a local street that mostly serves residential developments, including the project's residential use. El Camino Real and Castro Street are already serving office, commercial, and residential uses in the project vicinity. Thus, project trips traveling on Castro Street, El Camino Real, and Hope Street would not be considered cut-through traffic. Yosemite Avenue and Fairmont Avenue would provide access to Hope Street; however, neither street connects to other major streets. Therefore, the project is not expected to cause an adverse effect or cut-through traffic issues on the surrounding neighborhood streets.

Fairmont Avenue Closure

The project would close the existing Fairmont Avenue to motor vehicular traffic between Castro Street and Hope Avenue. It currently serves the existing commercial and residential buildings to be demolished as part of the project, and a small surface parking lot between Yosemite Avenue and Fairmont Avenue. As previously described, traffic traveling southbound and northbound on Castro Street and turning onto eastbound Fairmont Avenue would be diverted to Yosemite Avenue and El Camino Real, respectively. Traffic traveling southbound Castro Street and turning onto eastbound Fairmont Avenue would make southbound left turns onto Yosemite Avenue instead. Traffic traveling northbound Castro Street and turning onto eastbound Fairmont Avenue would continue eastbound El Camino Real and make eastbound left turns at downstream intersections to get back to the neighborhoods east of the project site.

Because traffic along Fairmont Avenue between Castro Street and Hope Avenue is low, based on the traffic counts conducted in September 2024, the diverted traffic is not expected to cause an adverse effect to the diverted intersections, as shown previously in the level of service summary.

Parking

Vehicle Parking

Vehicle parking for the project was reviewed per the City of Mountain View and State of California requirements. For multi-family residential units, the DPP originally required the following minimum parking ratios:

- 1.5 spaces for each studio and one-bedroom unit,
- 2 spaces for two- or more bedroom units,
- Plus 0.3 space per unit for guest parking.

Because the project would provide 20% of the units as below market rate units, the project can qualify for the State Density Bonus Law. Per Public Resources Code Section 65915 (p) (1)), the City may not impose minimum vehicular parking ratios that exceed the following ratios:

- 1.0 space for studio and one-bedroom units
- 1.5 spaces for two-to-three-bedroom units
- 2.5 spaces for four or more-bedroom units

For retail use, the DPP requires one space per 300 square feet. Based on this ratio, the proposed 9,776 s.f. of retail space would require 33 parking spaces.

The California Assembly Bill 2097, which was approved on September 22, 2022, prohibits a public agency from imposing any minimum automobile parking requirement on any residential, commercial, or other development project, as defined, that is located within ½ mile of public transit. The project is located within ½ mile of the intersection of two major bus routes (Route 22 and Route 522) with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. Furthermore, on November 12, 2024, the City approved Resolution No. 18945, which amended the DPP to eliminate the minimum parking requirements for residential developments or any residential component of a mixed-use development. Thus, the project is not subject to any minimum automobile parking requirements for the residential use.

Bicycle Parking

The bicycle parking requirements for the project were calculated based on the City of Mountain View Zoning Ordinance, Section 36.32.50 (see Table 14). The residential bicycle parking requirements are one long-term space per unit and one short-term space per 10 units. Thus, the residential use would require 140 long-term spaces and 14 short-term spaces. For commercial uses, the City's bicycle parking requirement is 5% of the vehicle parking spaces. Thus, the project would require 2 bicycle parking spaces for commercial use. The zoning code does not specify the requirements for long-term and short-term parking for commercial uses, which are based on the City's Bicycle Parking Guidelines.

The project would provide 160 long-term bicycle parking spaces within bicycle storage rooms on the ground level in the building north of the paseo and within storage rooms on levels B1 and B2 of the garage. The project should provide all long-term bicycle parking on the ground level for easy access. The project would provide 22 bike racks (44 short-term parking spaces) within the site in well-lit, highly visible locations surrounding the property along Castro Street and the multi-use paseo. Therefore, the proposed number of bicycle parking spaces would meet the City's bicycle parking requirement.

Recommendation

As allowed per state legislation, the project should consider the following recommendation resulting from the site plan review.

Recommendation

- The proposed loading zone on Hope Street shall be designed for both freight and passenger loading. The project shall coordinate with any future curb cuts on adjacent projects (e.g., for trash pickup from the proposed development at 969 Hope Street) to better facilitate the proposed loading zone and provide more functional access on Hope Street.
- Lighting on public rights of way must comply with the Downtown lighting standards. Given that the multi-use paseo will provide a public connection between Castro Street and Hope Street, it is recommended that the proposed lighting along the paseo also meet the downtown lighting design criteria for pedestrian pathways, if feasible.
- It is recommended the applicant coordinate with the adjacent property owner, north of the project site on Castro Street, 805 Castro, to update the surface parking area to the rear of the building, so traffic can better enter and exit the parking area via Yosemite Avenue. The existing configuration is designed for through access to Fairmont Avenue, which will no longer be available with the proposed project.
- Though the project meets long-term bicycle parking requirements, it is recommended the project provide long-term bicycle parking at grade for improved access and fewer conflicts with onsite vehicle movements, if feasible.

881 Castro Street Mixed-Use Development
Multi-modal Transportation Analysis

Technical Appendices

May 2, 2025

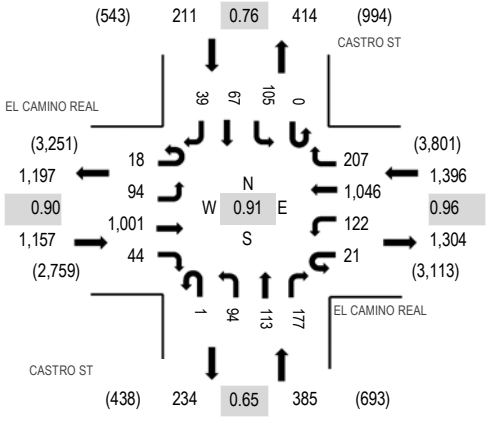
Appendix A

Traffic Counts

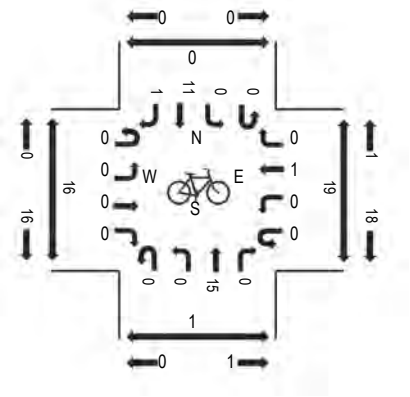
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 CASTRO ST & EL CAMINO REAL AM
Date: Thursday, September 12, 2024
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:15 AM - 08:30 AM

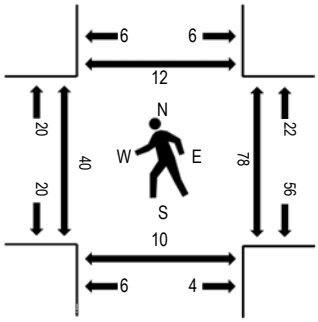
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	EL CAMINO REAL Eastbound				EL CAMINO REAL Westbound				CASTRO ST Northbound				CASTRO ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	2	7	108	1	5	7	217	31	0	2	4	2	0	9	3	8	406	2,172	0	3	2	0
7:15 AM	0	7	125	0	2	15	204	34	0	5	2	8	0	8	5	8	423	2,597	9	9	2	0
7:30 AM	0	6	218	4	2	15	304	34	1	6	11	11	0	24	8	13	657	3,040	10	4	3	1
7:45 AM	0	14	203	6	6	33	298	31	0	19	10	24	0	22	11	9	686	3,135	8	10	3	4
8:00 AM	4	18	209	26	2	57	281	43	0	27	33	59	0	29	32	11	831	3,149	14	54	2	2
8:15 AM	3	21	255	9	10	31	267	62	0	50	19	79	0	28	24	8	866	3,043	8	9	3	4
8:30 AM	6	29	281	5	7	16	256	56	0	16	27	17	0	22	4	10	752	2,765	9	10	0	4
8:45 AM	5	26	256	4	2	18	242	46	1	1	34	22	0	26	7	10	700	2,611	9	5	5	2
9:00 AM	3	22	213	4	13	10	285	66	0	8	24	37	0	23	3	14	725	2,475	9	6	3	4
9:15 AM	5	23	194	5	2	12	197	46	0	11	23	12	0	42	9	7	588		11	3	3	0
9:30 AM	4	16	204	2	4	15	204	53	1	7	21	14	0	36	7	10	598		11	12	2	0
9:45 AM	3	25	176	2	4	11	186	59	0	8	11	26	0	32	14	7	564		6	3	1	1

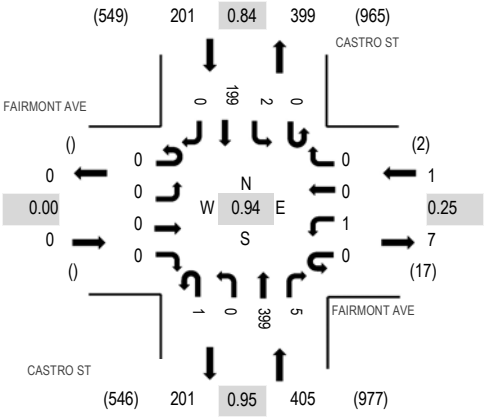
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	7	0	0	0	2	0	0	0	0	0	0	0	0	0	9
Lights	17	90	977	44	21	120	1,012	205	1	93	109	177	0	105	62	37	3,070
Mediums	1	4	17	0	0	2	32	2	0	1	4	0	0	0	5	2	70
Total	18	94	1,001	44	21	122	1,046	207	1	94	113	177	0	105	67	39	3,149

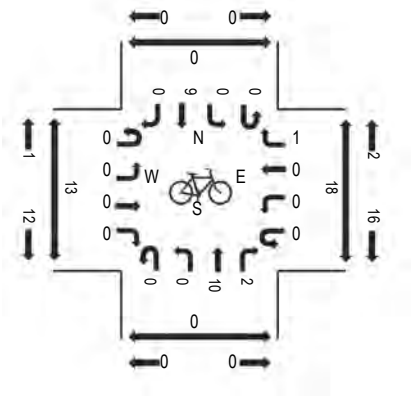
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 2 CASTRO ST & FAIRMONT AVE AM
Date: Thursday, September 12, 2024
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

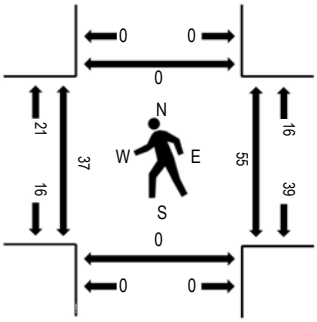
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	FAIRMONT AVE Eastbound				FAIRMONT AVE Westbound				CASTRO ST Northbound				CASTRO ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	0	0	0	0	0	0	0	0	41	1	0	0	23	0	65	330	2	4	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	41	1	0	0	20	0	62	426	6	6	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	50	0	0	1	48	0	99	523	13	3	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	56	0	0	1	47	0	104	572	17	7	1	0
8:00 AM	0	0	0	0	0	0	0	0	1	0	94	1	0	0	65	0	161	607	10	31	0	0
8:15 AM	0	0	0	0	0	1	0	0	0	0	101	0	0	1	56	0	159	604	9	9	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	108	2	0	1	37	0	148	591	9	9	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	96	2	0	0	41	0	139	586	9	6	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	108	2	0	0	48	0	158	591	9	7	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	91	0	1	1	53	0	146		7	1	0	0
9:30 AM	0	0	0	0	0	0	0	1	1	0	86	1	1	0	53	0	143		13	11	0	1
9:45 AM	0	0	0	0	0	0	0	0	1	0	90	2	0	0	51	0	144		8	6	0	0

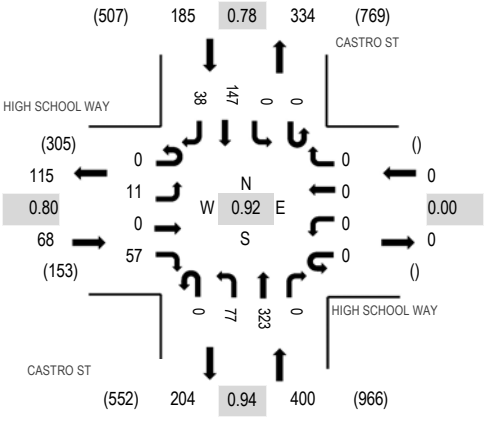
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	0	0	0	1	0	0	1	0	389	5	0	2	192	0	590
Mediums	0	0	0	0	0	0	0	0	0	0	10	0	0	0	7	0	17
Total	0	0	0	0	0	1	0	0	1	0	399	5	0	2	199	0	607

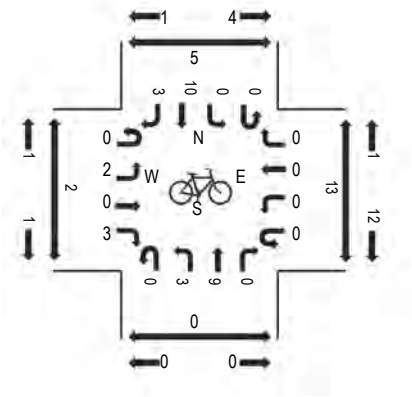
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 3 CASTRO ST & HIGH SCHOOL WAY AM
Date: Thursday, September 12, 2024
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

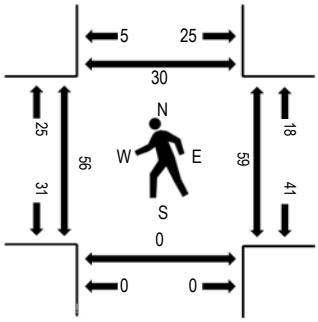
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	HIGH SCHOOL WAY Eastbound				HIGH SCHOOL WAY Westbound				CASTRO ST Northbound				CASTRO ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	2	0	2	0	0	0	0	0	2	39	0	0	0	21	6	72	352	4	2	1	1
7:15 AM	0	2	0	0	0	0	0	0	0	8	32	0	0	0	18	3	63	457	9	7	0	2
7:30 AM	0	0	0	10	0	0	0	0	0	5	44	0	0	0	40	3	102	565	14	5	0	2
7:45 AM	0	2	0	13	0	0	0	0	0	18	40	0	0	0	36	6	115	620	9	7	0	2
8:00 AM	0	7	0	15	0	0	0	0	0	16	75	0	0	0	49	15	177	653	12	30	0	19
8:15 AM	0	2	0	17	0	0	0	0	0	22	79	0	0	0	44	7	171	635	12	11	0	1
8:30 AM	0	1	0	13	0	0	0	0	0	21	89	0	0	0	26	7	157	628	12	10	0	8
8:45 AM	0	1	0	12	0	0	0	0	0	18	80	0	0	0	28	9	148	622	20	8	0	2
9:00 AM	0	2	0	13	0	0	0	0	0	33	73	0	0	0	34	4	159	621	12	9	0	5
9:15 AM	0	5	0	8	0	0	0	0	0	31	63	0	0	0	47	10	164		14	0	0	4
9:30 AM	0	1	0	13	0	0	0	0	1	25	65	0	0	0	40	6	151		20	9	0	11
9:45 AM	0	2	0	10	0	0	0	0	0	24	63	0	0	0	42	6	147		12	2	0	2

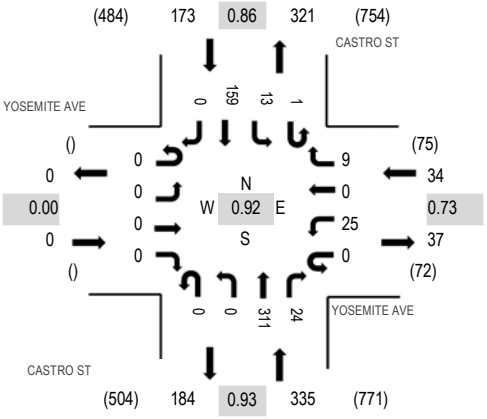
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	11	0	57	0	0	0	0	0	77	313	0	0	0	140	38	636
Mediums	0	0	0	0	0	0	0	0	0	0	10	0	0	0	7	0	17
Total	0	11	0	57	0	0	0	0	0	77	323	0	0	0	147	38	653

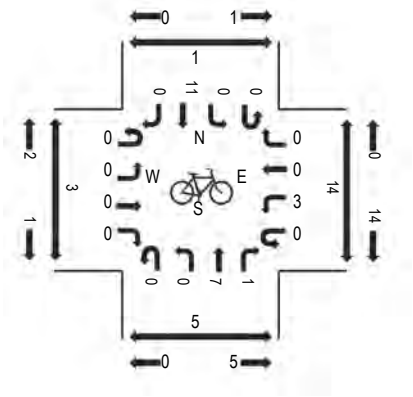
(303) 216-2439
www.alltrafficdata.net

Location: 4 CASTRO ST & YOSEMITE AVE AM
Date: Thursday, September 12, 2024
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

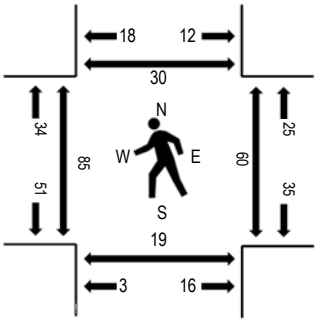
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	YOSEMITE AVE Eastbound				YOSEMITE AVE Westbound				CASTRO ST Northbound				CASTRO ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	0	0	0	1	0	0	0	0	39	2	0	4	26	0	72	299	7	2	1	2
7:15 AM	0	0	0	0	0	1	0	0	0	0	34	0	0	1	20	0	56	374	9	7	2	2
7:30 AM	0	0	0	0	0	1	0	1	0	0	43	1	0	1	40	0	87	457	14	6	2	5
7:45 AM	0	0	0	0	0	8	0	2	0	0	41	0	1	1	31	0	84	499	7	6	2	6
8:00 AM	0	0	0	0	0	11	0	1	0	0	73	8	0	1	53	0	147	542	21	26	8	5
8:15 AM	0	0	0	0	0	5	0	2	0	0	79	4	1	3	45	0	139	516	19	14	1	7
8:30 AM	0	0	0	0	0	4	0	2	0	0	88	2	0	4	29	0	129	507	24	9	8	6
8:45 AM	0	0	0	0	0	5	0	4	0	0	71	10	0	5	32	0	127	498	21	11	2	12
9:00 AM	0	0	0	0	0	2	0	3	0	0	72	3	0	4	37	0	121	489	22	8	5	10
9:15 AM	0	0	0	0	0	7	0	1	0	0	64	4	0	4	50	0	130		19	10	4	11
9:30 AM	0	0	0	0	0	6	0	2	0	0	62	5	1	3	41	0	120		31	7	6	9
9:45 AM	0	0	0	0	0	3	0	3	0	0	64	2	0	0	46	0	118		19	3	2	7

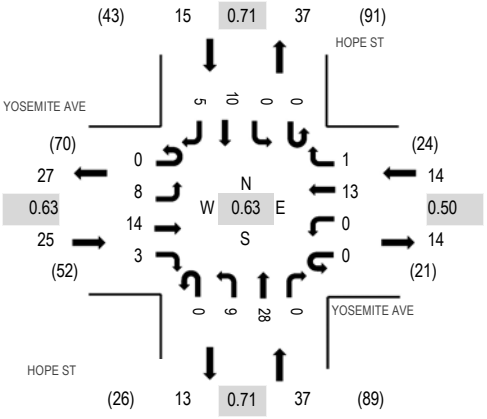
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	0	0	0	25	0	9	0	0	301	24	1	13	152	0	525
Mediums	0	0	0	0	0	0	0	0	0	0	10	0	0	0	7	0	17
Total	0	0	0	0	0	25	0	9	0	0	311	24	1	13	159	0	542

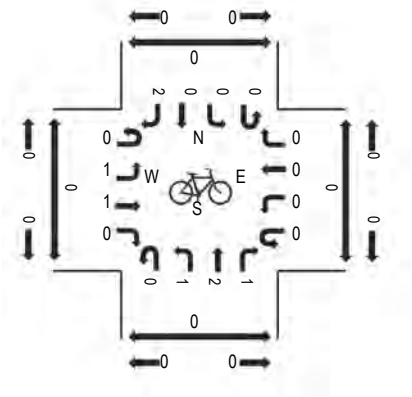
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 5 HOPE ST & YOSEMITE AVE AM
Date: Thursday, September 12, 2024
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

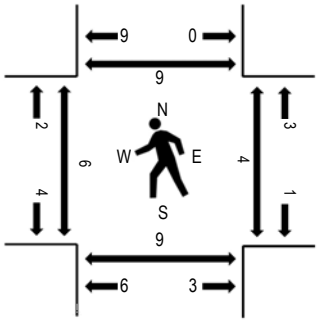
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	YOSEMITE AVE Eastbound				YOSEMITE AVE Westbound				HOPE ST Northbound				HOPE ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	5	1	0	0	0	1	0	0	0	2	0	0	0	0	0	9	41	0	3	1	2
7:15 AM	0	1	0	0	0	0	0	0	0	0	6	0	0	0	0	0	7	68	1	1	0	2
7:30 AM	0	2	0	0	0	0	0	0	0	1	6	0	0	0	0	1	10	71	0	0	1	3
7:45 AM	0	1	0	0	0	0	2	0	0	0	5	0	1	0	1	5	15	79	0	1	0	2
8:00 AM	0	2	6	1	0	0	7	0	0	3	10	0	0	0	3	4	36	91	2	1	6	8
8:15 AM	0	1	1	0	0	0	2	0	0	1	3	0	0	0	2	0	10	73	3	2	2	0
8:30 AM	0	1	3	0	0	0	1	1	0	3	9	0	0	0	0	0	18	76	0	1	1	0
8:45 AM	0	4	4	2	0	0	3	0	0	2	6	0	0	0	5	1	27	83	1	0	0	1
9:00 AM	0	1	1	0	0	0	2	0	0	4	3	0	0	0	5	2	18	76	2	1	0	5
9:15 AM	1	3	1	0	0	0	2	0	0	1	2	0	0	0	0	3	13		2	1	4	0
9:30 AM	0	2	3	2	0	0	1	0	0	5	8	0	0	0	2	2	25		0	1	0	0
9:45 AM	0	2	0	1	0	1	1	0	0	4	4	1	0	0	1	5	20		3	0	1	2

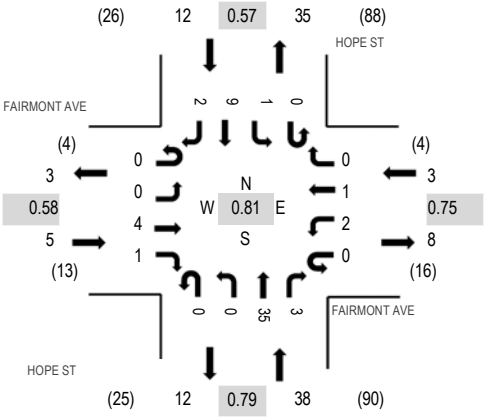
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	8	14	3	0	0	13	1	0	9	25	0	0	0	10	5	88
Mediums	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3
Total	0	8	14	3	0	0	13	1	0	9	28	0	0	0	10	5	91

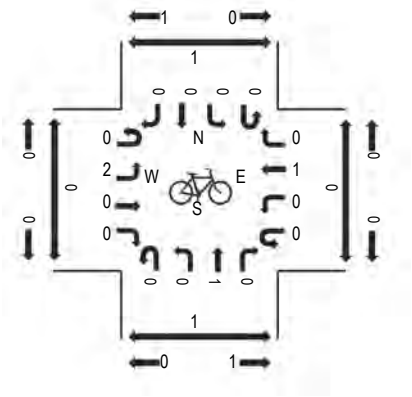
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 6 HOPE ST & FAIRMONT AVE AM
Date: Thursday, September 12, 2024
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

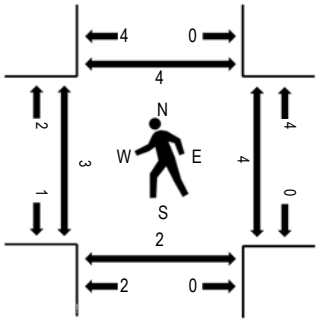
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	FAIRMONT AVE Eastbound				FAIRMONT AVE Westbound				HOPE ST Northbound				HOPE ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	25	0	3	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	0	7	40	0	0	1	1
7:30 AM	0	1	0	0	0	0	0	0	0	0	6	0	0	0	0	0	7	42	0	0	2	1
7:45 AM	0	0	1	0	0	0	0	0	0	0	7	0	0	0	1	0	9	49	0	1	2	0
8:00 AM	0	0	0	0	0	1	0	0	0	0	11	1	0	0	3	1	17	58	0	0	0	3
8:15 AM	0	0	2	0	0	0	0	0	0	0	4	2	0	1	0	0	9	54	2	4	1	1
8:30 AM	0	0	1	0	0	0	1	0	0	0	12	0	0	0	0	0	14	54	0	0	1	0
8:45 AM	0	0	1	1	0	1	0	0	0	0	8	0	0	0	6	1	18	56	1	0	0	0
9:00 AM	0	0	1	0	0	0	0	0	0	0	7	0	0	1	4	0	13	50	0	2	1	1
9:15 AM	0	0	3	0	0	0	0	0	1	0	5	0	0	0	0	0	9		7	2	3	1
9:30 AM	0	1	0	0	0	0	0	0	0	1	10	0	0	0	4	0	16		0	0	1	0
9:45 AM	0	0	0	0	0	0	0	1	0	0	8	0	0	1	2	0	12		1	0	0	0

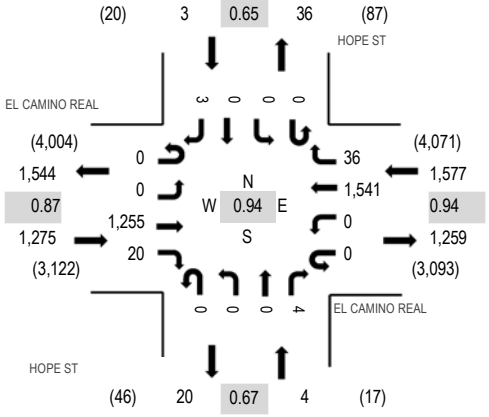
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	4	1	0	1	1	0	0	0	32	3	0	1	9	2	54
Mediums	0	0	0	0	0	1	0	0	0	0	3	0	0	0	0	0	4
Total	0	0	4	1	0	2	1	0	0	0	35	3	0	1	9	2	58

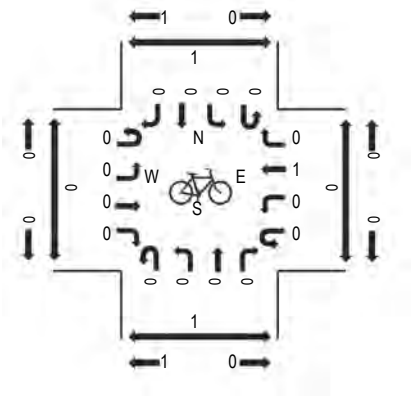
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 7 HOPE ST & EL CAMINO REAL AM
Date: Thursday, September 12, 2024
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:15 AM - 08:30 AM

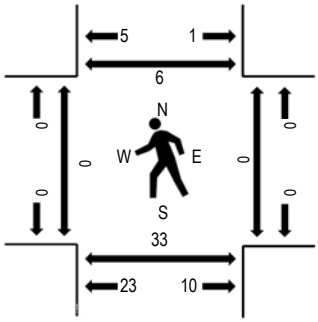
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	EL CAMINO REAL Eastbound				EL CAMINO REAL Westbound				HOPE ST Northbound				HOPE ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	121	1	0	0	263	0	0	0	0	0	0	0	0	2	387	2,108	1	1	6	3
7:15 AM	0	0	147	0	0	0	268	7	0	0	0	1	0	0	0	0	423	2,433	0	0	5	1
7:30 AM	0	0	232	2	0	0	359	6	0	0	0	2	0	0	0	0	601	2,767	0	0	13	1
7:45 AM	0	0	275	2	0	0	411	7	0	0	0	2	0	0	0	0	697	2,859	0	0	8	1
8:00 AM	0	0	291	2	0	0	405	10	0	0	0	1	0	0	0	3	712	2,804	0	0	8	0
8:15 AM	0	0	368	7	0	0	376	6	0	0	0	0	0	0	0	0	757	2,761	0	0	3	3
8:30 AM	0	0	321	9	0	0	349	13	0	0	0	1	0	0	0	0	693	2,526	0	0	14	2
8:45 AM	0	0	305	2	0	0	321	8	0	0	0	2	0	0	0	4	642	2,415	0	0	5	4
9:00 AM	0	0	277	8	0	0	374	6	0	0	0	1	0	0	0	3	669	2,318	0	0	7	4
9:15 AM	0	0	244	4	0	0	266	5	0	0	0	2	0	0	0	1	522		0	0	8	0
9:30 AM	0	0	251	7	0	0	307	10	0	0	0	2	0	0	0	5	582		0	0	8	0
9:45 AM	0	0	244	2	0	0	285	9	0	0	0	3	0	0	0	2	545		0	0	5	0

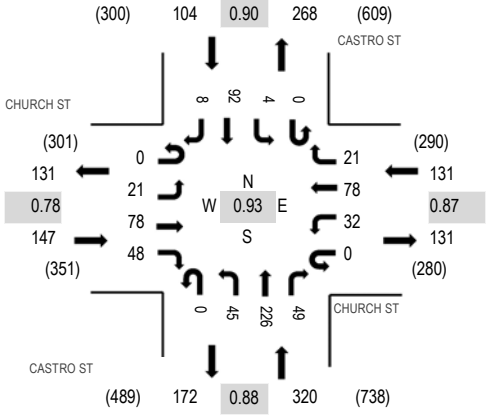
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	6	0	0	0	2	0	0	0	0	0	0	0	0	0	8
Lights	0	0	1,227	20	0	0	1,508	34	0	0	0	4	0	0	0	3	2,796
Mediums	0	0	22	0	0	0	31	2	0	0	0	0	0	0	0	0	55
Total	0	0	1,255	20	0	0	1,541	36	0	0	0	4	0	0	0	3	2,859

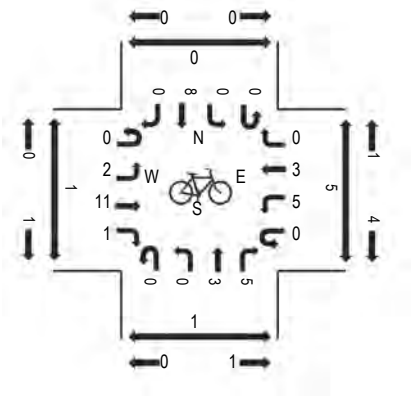
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 8 CASTRO ST & CHURCH ST AM
Date: Thursday, September 12, 2024
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

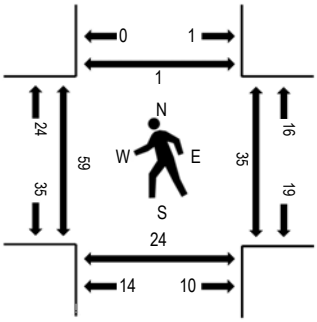
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	CHURCH ST Eastbound				CHURCH ST Westbound				CASTRO ST Northbound				CASTRO ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	7	4	0	4	7	1	0	7	19	4	0	0	17	0	70	354	5	3	0	0
7:15 AM	0	1	4	6	0	1	7	0	0	7	15	8	0	1	10	2	62	472	7	6	5	2
7:30 AM	0	0	7	18	0	8	9	3	0	9	22	7	0	0	14	0	97	587	7	3	6	1
7:45 AM	0	3	15	14	0	10	20	3	0	4	25	9	0	1	20	1	125	666	11	6	6	0
8:00 AM	0	3	31	13	0	14	22	3	0	10	58	9	0	0	25	0	188	702	10	16	11	1
8:15 AM	0	5	17	15	0	6	18	5	0	13	53	11	0	1	32	1	177	678	23	4	2	0
8:30 AM	0	4	15	10	0	4	27	4	0	15	65	11	0	1	18	2	176	642	10	8	6	0
8:45 AM	0	9	15	10	0	8	11	9	0	7	50	18	0	2	17	5	161	637	16	7	5	0
9:00 AM	0	4	9	14	0	6	13	8	0	8	54	12	0	1	25	10	164	623	15	5	12	2
9:15 AM	0	3	13	17	0	6	8	1	0	8	41	11	0	1	28	4	141		30	13	12	4
9:30 AM	0	12	11	12	0	8	8	5	0	11	64	9	0	0	31	0	171		18	16	12	1
9:45 AM	0	11	8	11	0	11	8	4	0	12	42	10	0	1	22	7	147		26	8	10	0

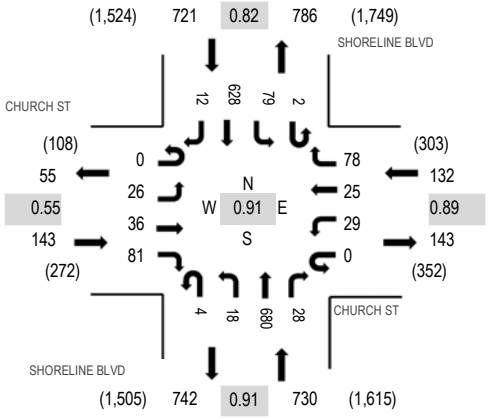
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	20	77	48	0	32	74	21	0	45	216	49	0	4	85	8	679
Mediums	0	1	1	0	0	0	4	0	0	0	10	0	0	0	7	0	23
Total	0	21	78	48	0	32	78	21	0	45	226	49	0	4	92	8	702

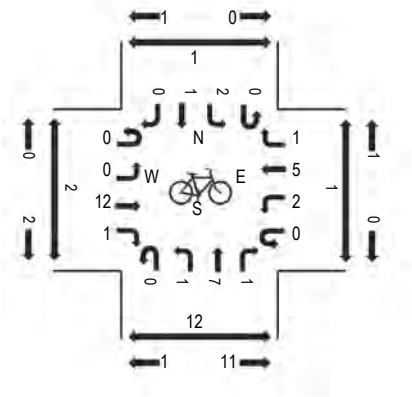
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 9 SHORELINE BLVD & CHURCH ST AM
Date: Thursday, September 12, 2024
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

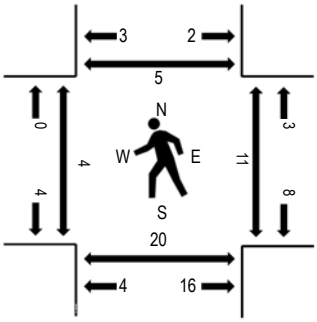
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	CHURCH ST Eastbound				CHURCH ST Westbound				SHORELINE BLVD Northbound				SHORELINE BLVD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	6	7	0	1	6	7	0	0	46	0	1	4	42	3	123	894	1	0	1	0
7:15 AM	0	1	1	4	0	7	1	11	1	0	48	1	0	11	56	1	143	1,247	1	2	0	1
7:30 AM	0	2	7	14	0	6	7	10	3	1	65	3	0	8	102	2	230	1,550	4	2	0	0
7:45 AM	0	7	10	12	0	3	7	27	3	3	129	7	1	10	174	5	398	1,726	3	7	9	1
8:00 AM	0	12	14	41	0	10	6	18	1	6	143	6	0	23	196	0	476	1,688	1	1	7	1
8:15 AM	0	5	8	15	0	9	5	11	0	4	205	6	0	23	151	4	446	1,546	0	1	2	0
8:30 AM	0	2	4	13	0	7	7	22	0	5	203	9	1	23	107	3	406	1,380	0	2	2	3
8:45 AM	0	3	10	8	0	9	3	14	0	1	171	5	0	30	104	2	360	1,251	0	2	1	0
9:00 AM	0	3	4	8	0	3	4	16	0	0	177	4	1	13	97	4	334	1,132	1	2	1	2
9:15 AM	0	7	9	8	0	7	3	14	2	1	118	8	0	18	83	2	280		0	3	2	3
9:30 AM	0	4	4	6	0	6	6	4	0	0	121	7	1	23	95	0	277		0	1	2	1
9:45 AM	0	7	2	4	0	8	3	15	2	0	95	5	1	26	70	3	241		0	1	5	0

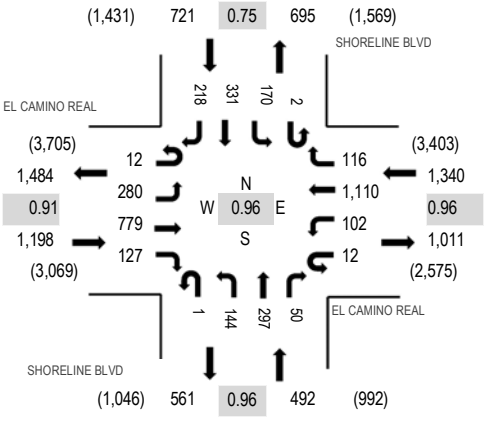
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Lights	0	26	36	80	0	29	25	74	4	18	671	28	2	77	623	12	1,705
Mediums	0	0	0	1	0	0	0	4	0	0	9	0	0	2	4	0	20
Total	0	26	36	81	0	29	25	78	4	18	680	28	2	79	628	12	1,726

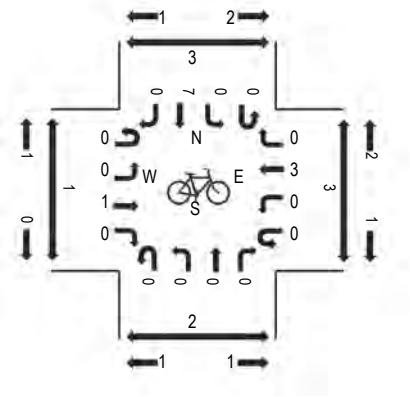
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 10 SHORELINE BLVD & EL CAMINO REAL AM
Date: Thursday, September 12, 2024
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

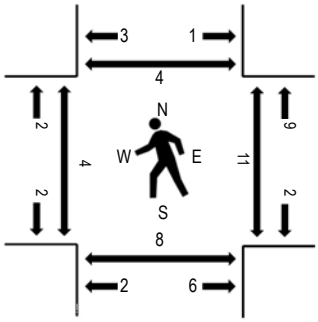
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	EL CAMINO REAL Eastbound				EL CAMINO REAL Westbound				SHORELINE BLVD Northbound				SHORELINE BLVD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	17	100	6	1	7	209	12	0	5	6	0	1	19	16	14	413	2,468	1	1	2	0
7:15 AM	0	24	99	13	1	10	222	9	0	16	15	2	0	26	23	24	484	3,030	0	0	0	0
7:30 AM	4	35	178	25	6	14	288	14	0	8	25	1	0	30	34	24	686	3,518	3	1	1	0
7:45 AM	1	55	172	37	3	33	294	22	0	33	52	11	1	41	79	51	885	3,751	1	0	2	1
8:00 AM	2	51	169	33	3	31	285	32	1	41	68	20	0	61	118	60	975	3,732	2	6	1	0
8:15 AM	5	89	187	32	5	21	264	40	0	43	79	11	0	36	89	71	972	3,570	0	5	1	2
8:30 AM	4	85	251	25	1	17	267	22	0	27	98	8	1	32	45	36	919	3,264	1	0	4	1
8:45 AM	9	93	232	34	5	15	233	20	0	27	81	6	0	30	42	39	866	3,006	0	6	1	1
9:00 AM	8	67	194	21	0	14	253	29	1	31	79	2	1	35	41	37	813	2,695	0	0	1	2
9:15 AM	5	64	177	14	5	9	213	26	0	22	34	4	0	25	39	29	666		1	4	0	3
9:30 AM	3	58	172	9	3	17	212	14	0	16	49	6	1	31	36	34	661		7	3	5	1
9:45 AM	4	43	151	12	3	11	172	16	0	22	40	2	1	18	22	38	555		0	2	0	0

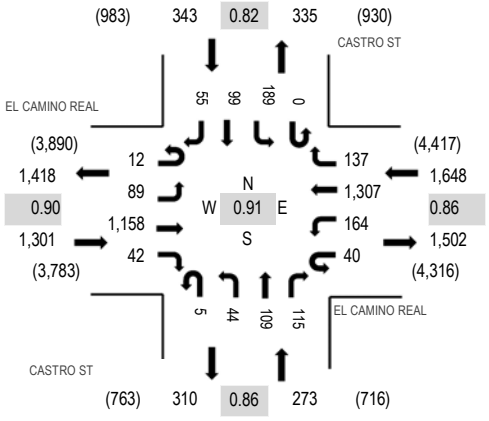
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	5	0	0	0	2	0	0	0	0	0	0	0	1	0	8
Lights	12	277	751	127	12	101	1,086	111	1	144	296	50	2	169	326	216	3,681
Mediums	0	3	23	0	0	1	22	5	0	0	1	0	0	1	4	2	62
Total	12	280	779	127	12	102	1,110	116	1	144	297	50	2	170	331	218	3,751

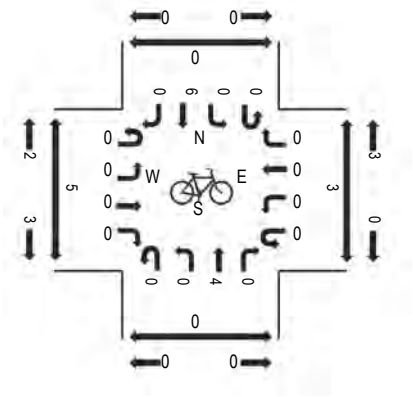
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 CASTRO ST & EL CAMINO REAL PM
Date: Thursday, September 12, 2024
Peak Hour: 05:30 PM - 06:30 PM
Peak 15-Minutes: 05:45 PM - 06:00 PM

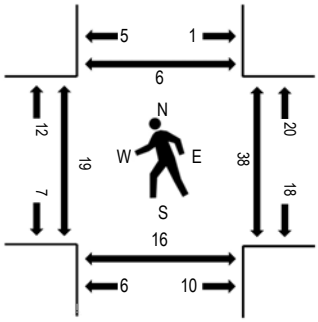
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	EL CAMINO REAL Eastbound				EL CAMINO REAL Westbound				CASTRO ST Northbound				CASTRO ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	2	17	341	10	8	24	258	31	1	14	28	23	0	58	14	21	850	3,325	9	9	8	6
4:15 PM	4	27	296	8	5	29	239	29	4	14	26	23	0	42	14	17	777	3,310	20	17	5	5
4:30 PM	1	16	259	6	10	28	331	41	3	9	23	26	0	35	19	12	819	3,324	16	2	6	2
4:45 PM	7	12	330	3	7	31	331	35	1	7	20	14	0	47	12	22	879	3,358	6	3	2	1
5:00 PM	7	20	269	17	11	33	291	31	2	12	20	25	0	58	24	15	835	3,454	5	10	3	3
5:15 PM	2	23	236	10	8	39	276	33	4	13	35	21	0	45	22	24	791	3,536	7	15	3	2
5:30 PM	3	14	265	9	10	42	311	25	1	12	32	40	0	46	30	13	853	3,565	6	12	2	1
5:45 PM	3	20	330	10	12	45	374	47	0	13	23	25	0	33	23	17	975	3,396	1	3	8	1
6:00 PM	2	22	311	9	9	41	308	31	3	8	30	32	0	72	25	14	917	3,120	11	12	3	1
6:15 PM	4	33	252	14	9	36	314	34	1	11	24	18	0	38	21	11	820		1	11	3	3
6:30 PM	8	13	257	6	5	23	246	32	0	3	12	15	0	32	19	13	684		19	6	6	3
6:45 PM	6	17	245	7	8	25	238	33	1	10	21	13	0	42	14	19	699		11	7	3	8

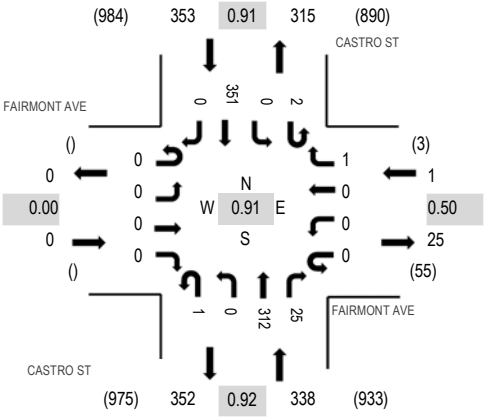
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
Lights	12	87	1,144	42	40	164	1,298	137	5	44	105	114	0	189	95	53	3,529
Mediums	0	2	14	0	0	0	8	0	0	0	4	1	0	0	4	2	35
Total	12	89	1,158	42	40	164	1,307	137	5	44	109	115	0	189	99	55	3,565

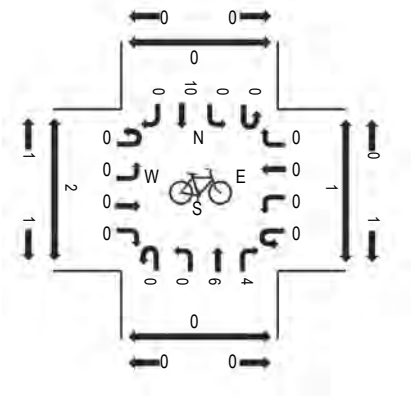
(303) 216-2439
www.alltrafficdata.net

Location: 2 CASTRO ST & FAIRMONT AVE PM
Date: Thursday, September 12, 2024
Peak Hour: 05:15 PM - 06:15 PM
Peak 15-Minutes: 06:00 PM - 06:15 PM

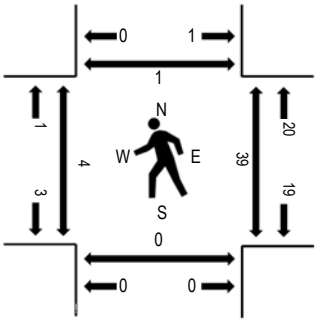
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	FAIRMONT AVE Eastbound				FAIRMONT AVE Westbound				CASTRO ST Northbound				CASTRO ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	0	0	0	0	0	0	1	0	0	74	3	0	1	99	0	178	628	2	6	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	80	4	1	1	69	0	155	617	0	15	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	77	2	0	0	67	0	146	641	2	1	0	0
4:45 PM	0	0	0	0	0	0	0	0	1	0	65	1	0	1	81	0	149	657	0	5	2	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	67	2	1	1	96	0	167	669	0	8	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	87	5	0	0	87	0	179	692	0	15	0	0
5:30 PM	0	0	0	0	0	0	0	0	1	0	65	5	1	0	90	0	162	682	0	7	0	0
5:45 PM	0	0	0	0	0	0	0	1	0	0	81	7	0	0	72	0	161	644	2	7	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	79	8	1	0	102	0	190	623	2	10	0	1
6:15 PM	0	0	0	0	0	0	0	0	0	0	85	5	0	2	77	0	169		4	7	0	0
6:30 PM	0	0	0	0	0	1	0	0	0	0	53	3	0	2	65	0	124		14	14	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	71	2	0	0	67	0	140		17	13	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	0	0	0	0	0	1	1	0	307	25	2	0	344	0	680
Mediums	0	0	0	0	0	0	0	0	0	0	5	0	0	0	7	0	12
Total	0	0	0	0	0	0	0	1	1	0	312	25	2	0	351	0	692

ALL TRAFFIC DATA SERVICES
(303) 216-2439
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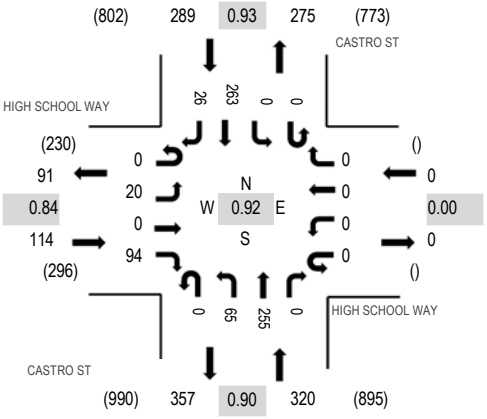
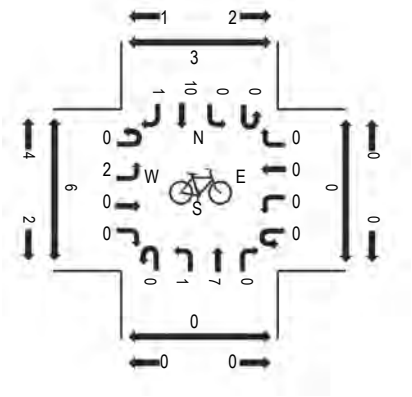
Location: 3 CASTRO ST & HIGH SCHOOL WAY PM
Date: Thursday, September 12, 2024
Peak Hour: 05:15 PM - 06:15 PM
Peak 15-Minutes: 06:00 PM - 06:15 PM

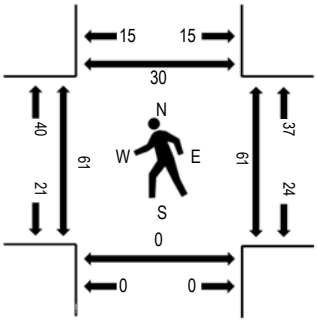
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	HIGH SCHOOL WAY Eastbound				HIGH SCHOOL WAY Westbound				CASTRO ST Northbound				CASTRO ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	1	0	23	0	0	0	0	1	14	60	0	0	0	76	1	176	654	17	15	0	5
4:15 PM	0	0	0	14	0	0	0	0	0	8	74	0	0	0	57	6	159	653	16	30	0	12
4:30 PM	0	6	0	13	0	0	0	0	0	13	64	0	0	0	54	5	155	685	23	13	0	3
4:45 PM	0	10	0	20	0	0	0	0	0	13	52	0	0	0	65	4	164	696	10	14	0	5
5:00 PM	0	3	0	24	0	0	0	0	1	12	56	0	0	0	75	4	175	702	9	11	0	2
5:15 PM	0	7	0	27	0	0	0	0	0	14	75	0	0	0	62	6	191	723	15	12	0	9
5:30 PM	0	3	0	19	0	0	0	0	0	9	58	0	0	0	73	4	166	702	13	10	0	8
5:45 PM	0	6	0	20	0	0	0	0	0	24	58	0	0	0	53	9	170	662	14	21	0	8
6:00 PM	0	4	0	28	0	0	0	0	0	18	64	0	0	0	75	7	196	637	19	18	0	5
6:15 PM	0	6	0	17	0	0	0	0	1	16	68	0	0	0	60	2	170		12	10	0	4
6:30 PM	0	3	0	17	0	0	0	0	0	14	38	0	0	0	48	6	126		23	12	0	5
6:45 PM	0	2	0	23	0	0	0	0	0	15	55	0	0	0	44	6	145		34	14	0	3

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	20	0	94	0	0	0	0	0	65	250	0	0	0	257	26	712
Mediums	0	0	0	0	0	0	0	0	0	0	5	0	0	0	6	0	11
Total	0	20	0	94	0	0	0	0	0	65	255	0	0	0	263	26	723

ALL TRAFFIC DATA SERVICES
(303) 216-2439
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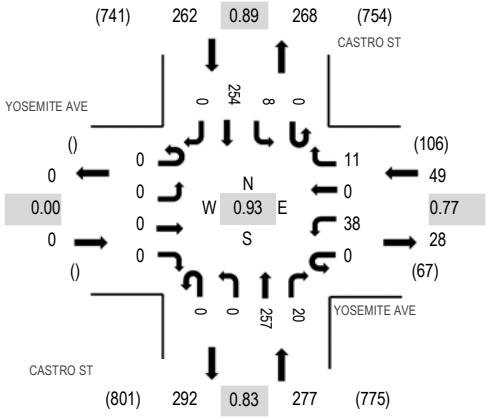
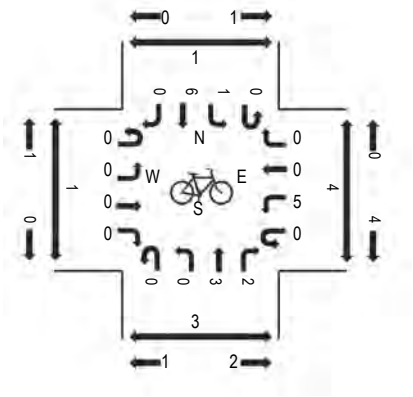
Location: 4 CASTRO ST & YOSEMITE AVE PM
Date: Thursday, September 12, 2024
Peak Hour: 05:15 PM - 06:15 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

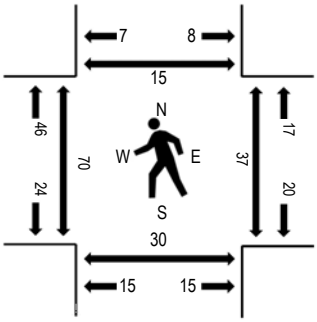
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	YOSEMITE AVE Eastbound				YOSEMITE AVE Westbound				CASTRO ST Northbound				CASTRO ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	0	0	0	0	10	0	1	0	0	57	4	0	0	66	0	138	550	23	7	5	4
4:15 PM	0	0	0	0	0	5	0	1	0	0	70	4	0	1	55	0	136	553	24	11	12	2
4:30 PM	0	0	0	0	0	3	0	5	0	0	67	3	0	6	57	0	141	575	29	9	3	1
4:45 PM	0	0	0	0	0	8	0	1	0	0	60	3	0	3	60	0	135	578	12	4	5	1
5:00 PM	0	0	0	0	0	4	0	1	0	0	55	3	0	3	75	0	141	572	11	10	2	2
5:15 PM	0	0	0	0	0	8	0	1	0	0	78	5	0	5	61	0	158	588	16	6	9	2
5:30 PM	0	0	0	0	0	7	0	5	0	0	58	2	0	2	70	0	144	566	13	11	8	8
5:45 PM	0	0	0	0	0	14	0	2	0	0	57	7	0	0	49	0	129	520	16	15	8	0
6:00 PM	0	0	0	0	0	9	0	3	0	0	64	6	0	1	74	0	157	500	25	5	5	5
6:15 PM	0	0	0	0	0	5	0	0	0	0	70	3	0	1	57	0	136		14	8	4	0
6:30 PM	0	0	0	0	0	8	0	2	0	0	41	0	0	1	46	0	98		26	10	5	3
6:45 PM	0	0	0	0	0	3	0	0	0	0	55	3	0	1	47	0	109		34	15	3	4

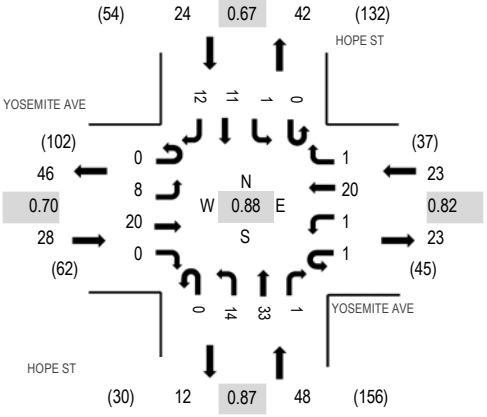
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	0	0	0	38	0	11	0	0	252	20	0	8	248	0	577
Mediums	0	0	0	0	0	0	0	0	0	0	5	0	0	0	6	0	11
Total	0	0	0	0	0	38	0	11	0	0	257	20	0	8	254	0	588

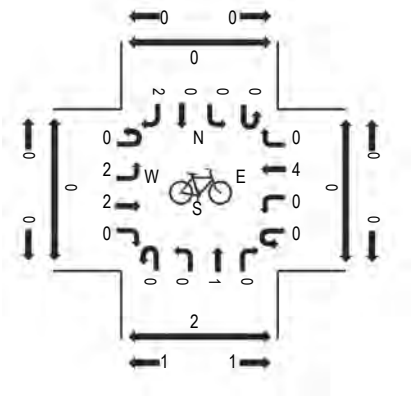
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 5 HOPE ST & YOSEMITE AVE PM
Date: Thursday, September 12, 2024
Peak Hour: 05:15 PM - 06:15 PM
Peak 15-Minutes: 06:00 PM - 06:15 PM

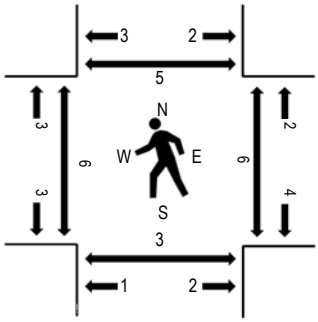
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	YOSEMITE AVE Eastbound				YOSEMITE AVE Westbound				HOPE ST Northbound				HOPE ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	1	3	0	0	0	2	0	0	6	10	0	0	0	3	3	28	102	1	0	3	1
4:15 PM	0	2	1	0	0	0	1	0	0	6	5	0	0	0	3	3	21	98	0	2	2	0
4:30 PM	0	5	3	0	0	0	1	0	0	6	11	0	0	0	0	2	28	110	0	1	2	2
4:45 PM	0	3	1	1	0	0	1	0	0	2	13	0	0	0	1	3	25	109	2	4	0	0
5:00 PM	0	1	2	1	0	0	3	0	0	2	10	1	0	0	4	0	24	112	4	2	0	3
5:15 PM	0	4	6	0	1	1	4	0	0	1	10	0	0	0	1	5	33	123	1	1	0	2
5:30 PM	0	1	4	0	0	0	6	1	0	4	5	0	0	0	4	2	27	106	2	1	2	1
5:45 PM	0	1	6	0	0	0	5	0	0	4	8	1	0	0	2	1	28	101	3	3	1	1
6:00 PM	0	2	4	0	0	0	5	0	0	5	10	0	0	1	4	4	35	95	0	1	0	1
6:15 PM	0	0	4	0	0	0	0	0	0	2	6	1	0	0	2	1	16		1	3	0	0
6:30 PM	0	1	1	0	0	0	3	0	0	3	11	0	0	0	2	1	22		1	5	1	1
6:45 PM	0	0	3	1	0	0	2	1	0	3	10	0	0	2	0	0	22		0	0	0	2

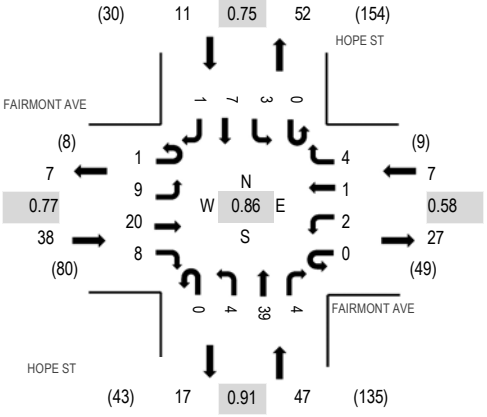
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	8	20	0	1	1	20	1	0	14	33	1	0	1	11	12	123
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	8	20	0	1	1	20	1	0	14	33	1	0	1	11	12	123

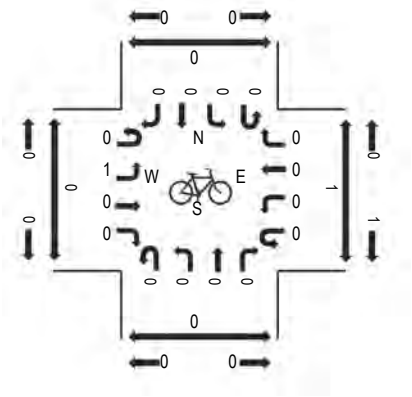
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 6 HOPE ST & FAIRMONT AVE PM
Date: Thursday, September 12, 2024
Peak Hour: 05:45 PM - 06:45 PM
Peak 15-Minutes: 06:00 PM - 06:15 PM

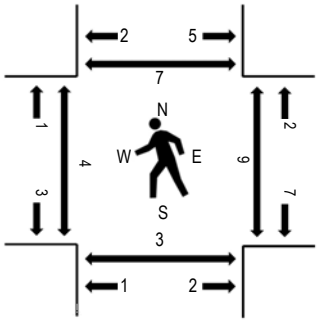
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	FAIRMONT AVE Eastbound				FAIRMONT AVE Westbound				HOPE ST Northbound				HOPE ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	3	1	1	0	0	0	0	0	0	12	0	0	0	3	0	20	79	0	0	2	1
4:15 PM	0	3	1	1	0	0	0	0	0	0	7	0	0	1	3	0	16	77	0	2	2	0
4:30 PM	0	4	1	2	0	0	0	0	0	0	13	1	0	0	0	0	21	80	0	0	0	0
4:45 PM	0	2	2	1	0	0	0	1	0	1	13	0	0	0	2	0	22	78	1	2	1	1
5:00 PM	0	0	3	1	0	0	0	0	0	0	11	0	0	1	2	0	18	84	0	2	3	0
5:15 PM	0	0	3	1	0	1	0	0	0	0	12	0	0	0	2	0	19	96	1	1	1	0
5:30 PM	0	3	5	2	0	0	0	0	0	0	5	0	0	1	3	0	19	98	0	0	1	0
5:45 PM	0	4	6	4	0	1	1	1	0	2	7	0	0	0	2	0	28	103	1	2	1	0
6:00 PM	0	4	8	1	0	0	0	1	0	0	10	2	0	1	2	1	30	91	0	2	0	2
6:15 PM	0	0	4	2	0	1	0	0	0	0	11	1	0	2	0	0	21		1	2	1	1
6:30 PM	1	1	2	1	0	0	0	2	0	2	11	1	0	0	3	0	24		2	3	1	4
6:45 PM	0	0	1	1	0	0	0	0	0	0	13	0	0	1	0	0	16		0	2	1	0

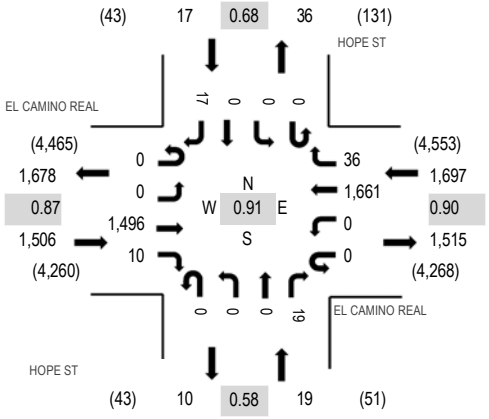
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	1	9	20	8	0	2	1	3	0	4	39	4	0	3	7	1	102
Mediums	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Total	1	9	20	8	0	2	1	4	0	4	39	4	0	3	7	1	103

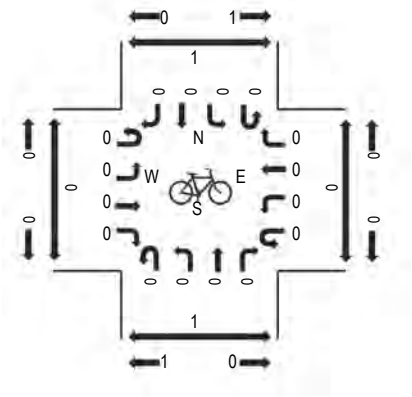
(303) 216-2439
www.alltrafficdata.net

Location: 7 HOPE ST & EL CAMINO REAL PM
Date: Thursday, September 12, 2024
Peak Hour: 05:30 PM - 06:30 PM
Peak 15-Minutes: 05:45 PM - 06:00 PM

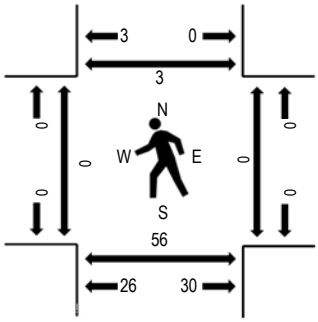
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	EL CAMINO REAL Eastbound				EL CAMINO REAL Westbound				HOPE ST Northbound				HOPE ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	0	398	12	0	0	316	12	0	0	0	1	0	0	0	6	745	3,014	0	0	26	1
4:15 PM	0	0	373	5	0	0	324	9	0	0	0	5	0	0	0	4	720	3,010	0	0	17	2
4:30 PM	0	0	316	6	0	0	380	15	0	0	0	5	0	0	0	3	725	2,956	0	0	12	1
4:45 PM	0	0	382	6	0	0	410	14	0	0	0	9	0	0	0	3	824	3,011	0	0	4	1
5:00 PM	0	0	356	2	0	0	371	8	0	0	0	2	0	0	0	2	741	3,074	0	0	10	2
5:15 PM	0	0	294	1	0	0	354	11	0	0	0	3	0	0	0	3	666	3,192	0	0	15	2
5:30 PM	0	0	357	1	0	0	409	5	0	0	0	5	0	0	0	3	780	3,239	0	0	9	2
5:45 PM	0	0	397	4	0	0	465	8	0	0	0	6	0	0	0	7	887	3,061	0	0	20	0
6:00 PM	0	0	428	3	0	0	409	12	0	0	0	2	0	0	0	5	859	2,819	0	0	16	0
6:15 PM	0	0	314	2	0	0	378	11	0	0	0	6	0	0	0	2	713		0	0	11	1
6:30 PM	0	0	296	0	0	0	287	13	0	0	0	1	0	0	0	5	602		0	0	14	4
6:45 PM	0	0	306	1	0	0	319	13	0	0	0	6	0	0	0	0	645		0	0	7	1

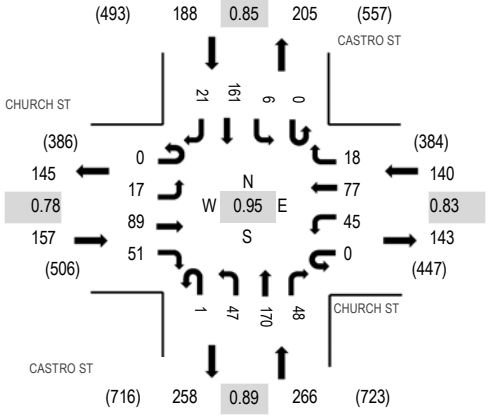
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2
Lights	0	0	1,480	10	0	0	1,652	36	0	0	0	19	0	0	0	17	3,214
Mediums	0	0	15	0	0	0	8	0	0	0	0	0	0	0	0	0	23
Total	0	0	1,496	10	0	0	1,661	36	0	0	0	19	0	0	0	17	3,239

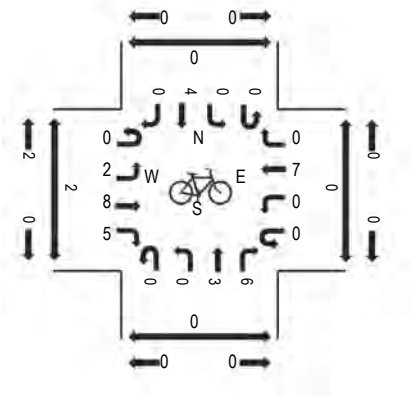
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 8 CASTRO ST & CHURCH ST PM
Date: Thursday, September 12, 2024
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

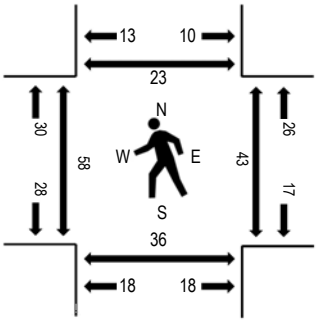
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	CHURCH ST Eastbound				CHURCH ST Westbound				CASTRO ST Northbound				CASTRO ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	9	25	13	0	11	18	4	0	10	43	3	0	1	44	3	184	715	26	3	12	4
4:15 PM	0	7	22	10	0	12	8	4	0	11	41	14	0	1	35	4	169	723	21	3	0	2
4:30 PM	0	4	17	13	0	9	16	3	0	14	54	7	0	1	39	9	186	751	22	10	8	2
4:45 PM	0	3	25	21	0	6	19	5	0	8	36	12	0	1	36	4	176	747	36	8	14	9
5:00 PM	0	7	29	4	0	18	16	3	0	11	38	11	0	3	46	6	192	730	0	13	7	5
5:15 PM	0	3	18	13	0	12	26	7	1	14	42	18	0	1	40	2	197	749	0	12	7	7
5:30 PM	0	4	28	12	0	9	20	6	0	8	39	7	0	0	45	4	182	736	0	19	18	5
5:45 PM	0	0	20	13	0	8	23	1	0	15	36	11	0	0	30	2	159	684	0	16	11	5
6:00 PM	0	5	38	17	0	15	28	5	0	13	31	18	0	1	40	0	211	661	28	16	6	4
6:15 PM	0	3	25	16	0	5	21	4	0	5	48	15	0	5	37	0	184		35	10	4	5
6:30 PM	0	2	31	10	0	6	14	2	0	7	23	8	0	0	25	2	130		36	15	12	9
6:45 PM	0	4	19	16	0	4	14	2	2	9	29	11	0	1	23	2	136		35	21	6	11

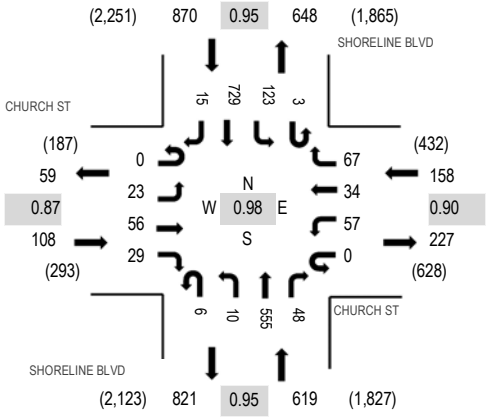
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	17	88	50	0	45	77	18	1	47	166	48	0	6	154	21	738
Mediums	0	0	1	1	0	0	0	0	0	0	4	0	0	0	7	0	13
Total	0	17	89	51	0	45	77	18	1	47	170	48	0	6	161	21	751

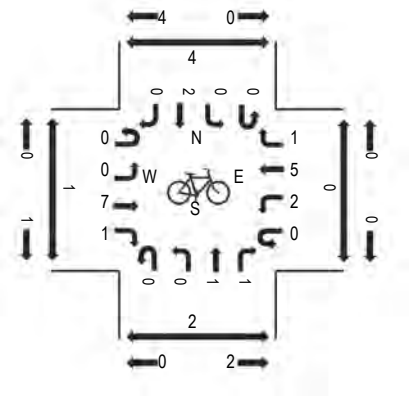
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 9 SHORELINE BLVD & CHURCH ST PM
Date: Thursday, September 12, 2024
Peak Hour: 05:15 PM - 06:15 PM
Peak 15-Minutes: 06:00 PM - 06:15 PM

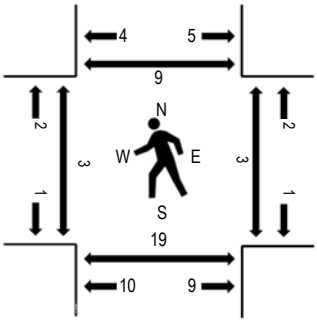
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	CHURCH ST Eastbound				CHURCH ST Westbound				SHORELINE BLVD Northbound				SHORELINE BLVD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	4	8	12	0	15	7	20	1	3	146	13	1	17	137	4	388	1,581	0	0	9	2
4:15 PM	0	3	12	4	0	16	2	9	0	5	116	16	0	20	167	2	372	1,602	1	2	7	2
4:30 PM	0	3	7	7	0	9	6	12	0	4	150	18	0	31	125	4	376	1,672	0	1	3	1
4:45 PM	0	1	11	11	0	12	20	9	0	1	170	9	1	27	168	5	445	1,730	0	1	2	1
5:00 PM	0	5	16	6	0	8	14	21	0	3	149	8	2	27	144	6	409	1,717	0	3	7	4
5:15 PM	0	5	6	10	0	18	7	19	2	0	159	10	0	25	177	4	442	1,755	1	1	2	2
5:30 PM	0	4	19	7	0	12	7	10	2	2	130	13	0	31	196	1	434	1,716	1	1	3	1
5:45 PM	0	8	15	7	0	10	8	23	2	6	134	13	1	26	176	3	432	1,635	0	0	8	0
6:00 PM	0	6	16	5	0	17	12	15	0	2	132	12	2	41	180	7	447	1,505	1	1	6	6
6:15 PM	0	3	21	11	0	17	12	3	3	3	144	15	0	27	136	8	403		0	0	11	2
6:30 PM	0	2	11	8	0	12	5	19	4	0	104	9	3	34	139	3	353		1	0	8	5
6:45 PM	0	2	9	8	0	11	6	9	3	0	104	7	2	28	108	5	302		0	2	11	3

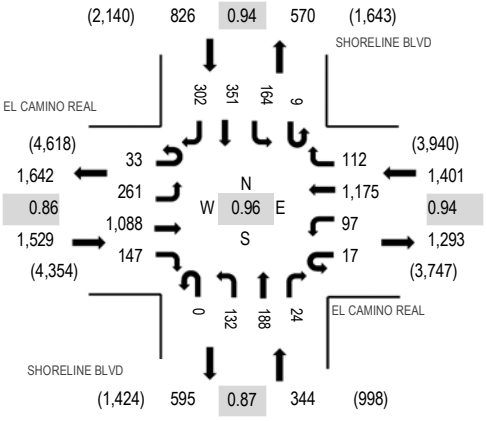
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	23	56	29	0	57	34	67	6	10	551	48	3	123	728	15	1,750
Mediums	0	0	0	0	0	0	0	0	0	0	4	0	0	0	1	0	5
Total	0	23	56	29	0	57	34	67	6	10	555	48	3	123	729	15	1,755

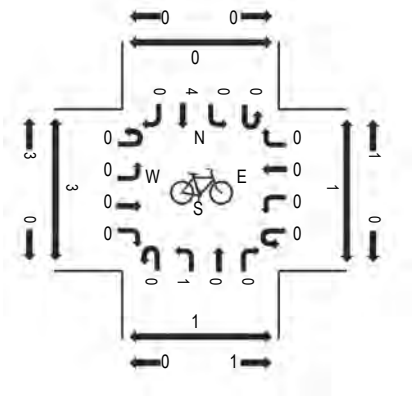
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 10 SHORELINE BLVD & EL CAMINO REAL PM
Date: Thursday, September 12, 2024
Peak Hour: 05:15 PM - 06:15 PM
Peak 15-Minutes: 06:00 PM - 06:15 PM

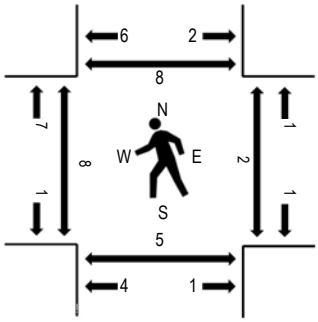
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	EL CAMINO REAL Eastbound				EL CAMINO REAL Westbound				SHORELINE BLVD Northbound				SHORELINE BLVD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	8	73	341	26	0	19	282	31	0	36	37	4	2	41	54	69	1,023	3,908	3	0	3	4
4:15 PM	6	44	274	31	8	15	221	27	1	30	45	9	3	37	68	80	899	3,831	4	0	2	0
4:30 PM	12	54	231	16	2	19	291	34	0	29	74	10	0	32	65	55	924	3,905	6	0	0	4
4:45 PM	11	63	320	39	3	16	299	38	1	30	48	5	0	32	84	73	1,062	4,021	7	0	4	0
5:00 PM	7	57	237	22	3	21	289	33	0	36	60	9	1	33	60	78	946	3,976	2	0	0	0
5:15 PM	6	60	242	46	3	15	268	25	0	31	55	3	3	36	94	86	973	4,100	3	0	1	1
5:30 PM	13	58	307	28	5	26	278	32	0	29	47	4	3	34	102	74	1,040	4,075	0	0	1	1
5:45 PM	8	71	221	36	3	23	325	25	0	35	49	10	1	53	90	67	1,017	3,773	3	2	3	2
6:00 PM	6	72	318	37	6	33	304	30	0	37	37	7	2	41	65	75	1,070	3,548	2	0	0	4
6:15 PM	10	67	246	25	5	12	288	23	0	26	54	7	2	41	69	73	948		1	0	0	2
6:30 PM	11	58	196	21	7	15	218	23	0	19	15	5	1	29	56	64	738		6	1	0	8
6:45 PM	14	31	247	27	5	13	239	40	0	23	35	6	0	29	34	49	792		5	1	1	2

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	3
Lights	33	258	1,070	147	17	97	1,165	112	0	132	188	24	9	162	351	302	4,067
Mediums	0	3	16	0	0	0	9	0	0	0	0	0	0	2	0	0	30
Total	33	261	1,088	147	17	97	1,175	112	0	132	188	24	9	164	351	302	4,100

Peak Hour Volume Count- 24KK17(Mt.View)

AUTO CENSUS
Traffic Monitoring and Analysis
445 Lily Ann Way
San Jose, CA 95123

Date: 9/24/2024
Counters: Jo, Jana, Betty, Steve, Dave
Location: 881 Castro
Weather: Fair

Start Time	DWY 1		DWY 2		DWY 3		DWY 4		DWY 5		DWY 6		Street 1		Street 2		Street 3		
	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	
7:45	1	1	1	0	0	0	0	0	0	0	0	0	1	0	0	0	3	1	
8:00	2	2	1	0	0	0	0	0	0	0	0	0	1	0	0	0	3	3	
8:15	2	2	1	1	0	0	0	0	0	0	0	0	3	0	0	0	3	3	
8:30	2	2	2	1	0	0	0	0	0	0	0	0	3	0	0	0	3	3	
8:45	2	2	3	1	0	1	0	0	0	0	0	0	3	0	4	0	4	4	
9:00	3	2	4	2	0	1	0	0	0	0	0	0	6	0	4	0	4	4	

Peak Hour																			Hourly Totals
7:00 - 8:00	2	2	1	0	0	0	0	0	0	0	0	0	1	0	0	0	3	3	12
7:15 - 8:15	2	2	1	1	0	0	0	0	0	0	0	0	3	0	0	0	3	3	15
7:30 - 8:30	2	2	2	1	0	0	0	0	0	0	0	0	2	0	0	0	1	3	13
7:45 - 8:45	1	1	2	1	0	1	0	0	0	0	0	0	2	0	4	0	1	3	16
8:00 - 9:00	1	0	3	2	0	1	0	0	0	0	0	0	5	0	4	0	1	1	18
Peak Volumes:	**1**	**0**	**3**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**4**	**0**	**1**	**1**	**18**

In 14
Out 4

Start Time	DWY 1		DWY 2		DWY 3		DWY 4		DWY 5		DWY 6		Street 1		Street 2		Street 3		
	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30	0	5	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	1	
4:45	1	7	0	1	0	0	0	0	0	0	0	0	3	0	0	0	0	2	
5:00	1	7	0	2	2	0	0	0	0	0	0	0	3	3	0	1	2	5	
5:15	1	7	0	2	2	0	1	0	0	0	0	0	4	3	1	1	2	5	
5:30	2	7	0	2	2	0	1	0	0	0	0	0	4	4	1	1	2	5	
5:45	2	7	0	3	2	1	1	0	0	0	0	0	6	8	1	2	3	6	
6:00	2	7	1	3	2	1	1	0	0	0	0	0	6	9	1	4	3	8	

Peak Hour																			Hourly Totals
4:00-5:00	1	7	0	2	2	0	0	0	0	0	0	0	3	3	0	1	2	5	26
4:15-5:15	1	5	0	2	2	0	1	0	0	0	0	0	4	3	1	1	2	5	27
4:30-5:30	2	2	0	1	2	0	1	0	0	0	0	0	2	4	1	1	2	4	22
4:45-5:45	1	0	0	2	2	1	1	0	0	0	0	0	3	8	1	2	3	4	28
5:00-6:00	1	0	1	1	0	1	1	0	0	0	0	0	3	6	1	3	1	3	22
Peak Volumes:	**1**	**0**	**0**	**2**	**2**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**3**	**8**	**1**	**2**	**3**	**4**	**28**

In 11
Out 17

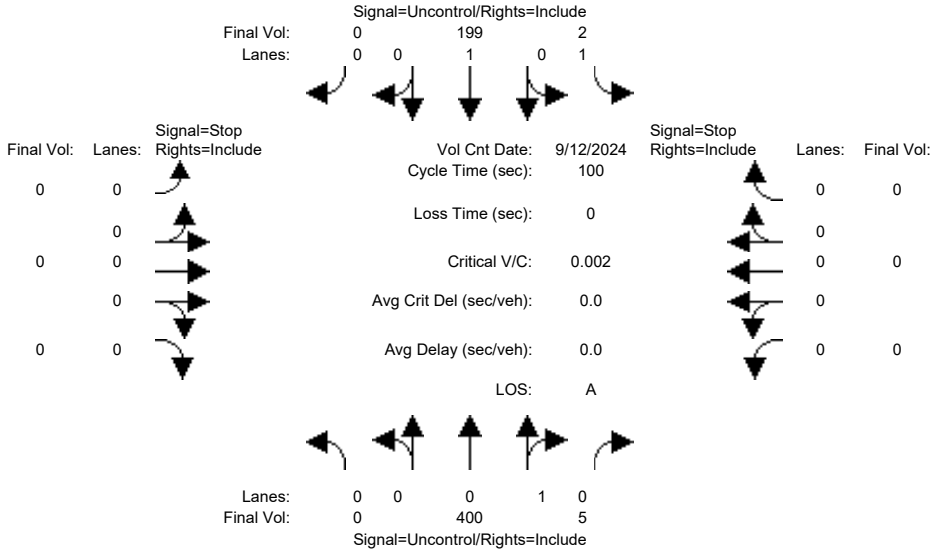
Appendix B

Level of Service Calculations

881 Castro Street
Mountain View, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #2: Castro St/Fairmont Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 12 Sep 2024 << 8:00-9:00												
Base Vol:	0	400	5	2	199	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	400	5	2	199	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	400	5	2	199	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	400	5	2	199	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	400	5	2	199	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	405	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	1165	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	1165	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #2 Castro St/Fairmont Ave

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Copyright (c) 2008 Dowling Associates, Inc.

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0 0	1	0	1	0 1	0	0	0 0 0	0	0	0 0 0	0
Initial Vol:	0	400	5	2	199	0	0	0	0	0	0	0
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		

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

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

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #2 Castro St/Fairmont Ave

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0 0	1	0	1	0 1	0	0	0 0 0	0	0	0 0 0	0
Initial Vol:	0	400	5	2	199	0	0	0	0	0	0	0

Major Street Volume: 606
Minor Approach Volume: 0
Minor Approach Volume Threshold: 457

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

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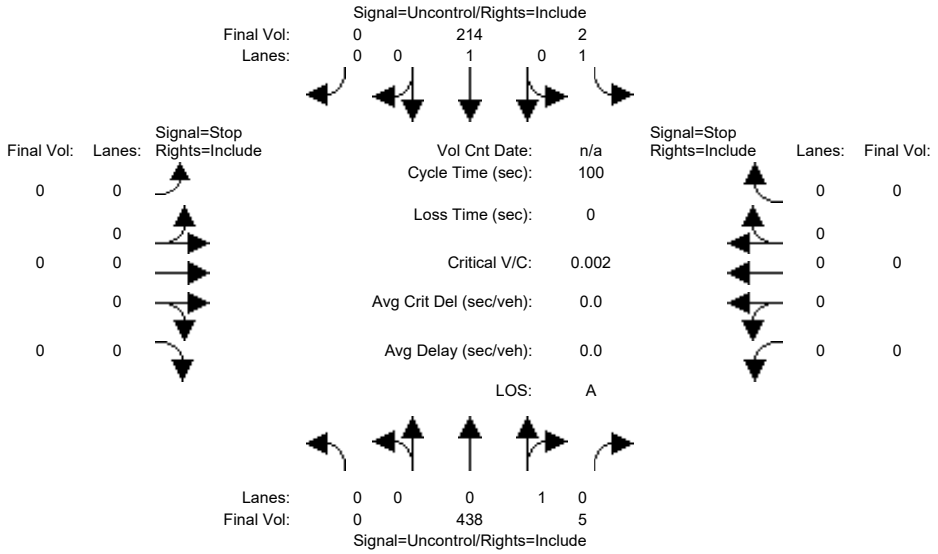
881 Castro Street
Mountain View, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #2: Castro St/Fairmont Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	438	5	2	214	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	438	5	2	214	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	438	5	2	214	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	438	5	2	214	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	438	5	2	214	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	443	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	1128	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	1128	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #2 Castro St/Fairmont Ave

****

Future Volume Alternative: Peak Hour Warrant NOT Met

 Copyright (c) 2008 Dowling Associates, Inc.

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0 0 1 0			1 0 1 0 0			0 0 0 0 0			0 0 0 0 0		
Initial Vol:	0	438	5	2	214	0	0	0	0	0	0	0
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		

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

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #2 Castro St/Fairmont Ave

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0 0 1 0			1 0 1 0 0			0 0 0 0 0			0 0 0 0 0		
Initial Vol:	0	438	5	2	214	0	0	0	0	0	0	0

Major Street Volume: 659
Minor Approach Volume: 0
Minor Approach Volume Threshold: 429

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

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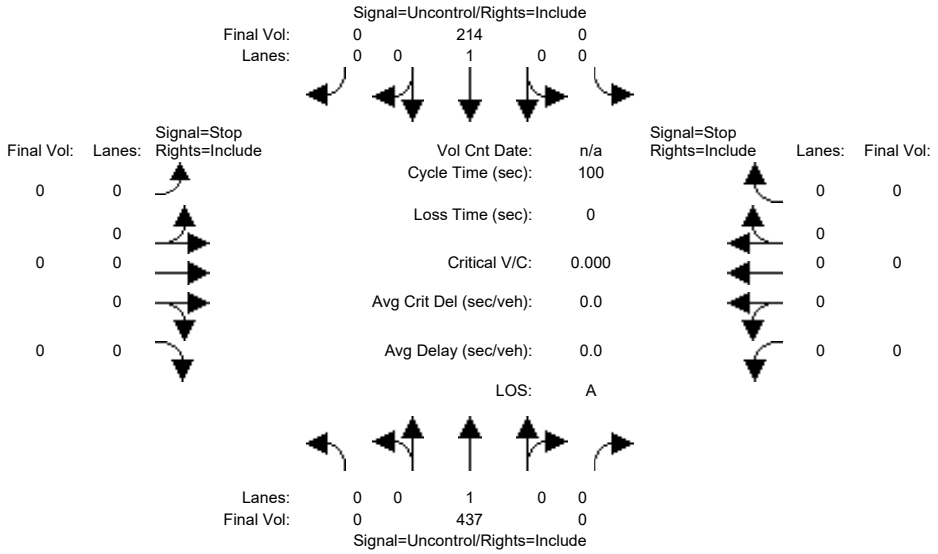
881 Castro Street
Mountain View, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background + Prj AM

Intersection #2: Castro St/Fairmont Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	438	5	2	214	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	438	5	2	214	0	0	0	0	0	0	0
Added Vol:	0	-1	-1	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	-4	-2	0	0	0	0	0	0	0	0
Initial Fut:	0	437	0	0	214	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	437	0	0	214	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	437	0	0	214	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #2 Castro St/Fairmont Ave

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0 0 1 0			0 1 0 0 0			0 0 0 0 0			0 0 0 0 0		
Initial Vol:	0	437	0	0	214	0	0	0	0	0	0	0
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		

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

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

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #2 Castro St/Fairmont Ave

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0 0 1 0			0 1 0 0 0			0 0 0 0 0			0 0 0 0 0		
Initial Vol:	0	437	0	0	214	0	0	0	0	0	0	0

Major Street Volume: 651
Minor Approach Volume: 0
Minor Approach Volume Threshold: 334

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

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

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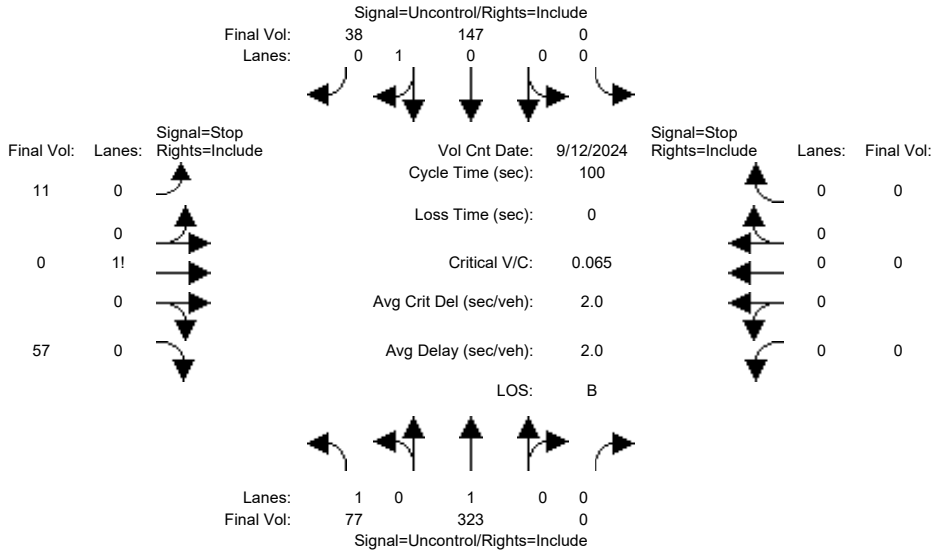
881 Castro Street
Mountain View, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3: Castro St/High School Way



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 12 Sep 2024 << 8:00- 9:00												
Base Vol:	77	323	0	0	147	38	11	0	57	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	77	323	0	0	147	38	11	0	57	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	77	323	0	0	147	38	11	0	57	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	77	323	0	0	147	38	11	0	57	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	77	323	0	0	147	38	11	0	57	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	185	xxxx	xxxxx	xxxx	xxxx	xxxxx	643	643	166	xxxx	xxxx	xxxxx
Potent Cap.:	1402	xxxx	xxxxx	xxxx	xxxx	xxxxx	441	394	884	xxxx	xxxx	xxxxx
Move Cap.:	1402	xxxx	xxxxx	xxxx	xxxx	xxxxx	423	373	884	xxxx	xxxx	xxxxx
Volume/Cap:	0.05	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	0.00	0.06	xxxx	xxxx	xxxx

Level Of Service Module:												
2Way95thQ:	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	751	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.3	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			10.3			xxxxxx		
ApproachLOS:	*			*			B			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #3 Castro St/High School Way

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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```
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:      Uncontrolled    Uncontrolled     Stop Sign       Stop Sign
Lanes:       1  0  1  0  0   0  0  0  1  0   0  0  1! 0  0   0  0  0  0  0
Initial Vol:   77  323    0    0  147   38   11    0   57    0   0    0
ApproachDel:    xxxxxx          xxxxxx           10.3         xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
  FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=68]
  FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=653]
  SUCCEED - Total volume greater than or equal to 650 for intersection
          with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
            Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #3 Castro St/High School Way
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:      Uncontrolled    Uncontrolled     Stop Sign       Stop Sign
Lanes:       1  0  1  0  0   0  0  0  1  0   0  0  1! 0  0   0  0  0  0  0
Initial Vol:   77  323    0    0  147   38   11    0   57    0   0    0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:           585
Minor Approach Volume:          68
Minor Approach Volume Threshold: 470
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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jurisdiction.  Consideration of the other signal warrants, which is beyond
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```


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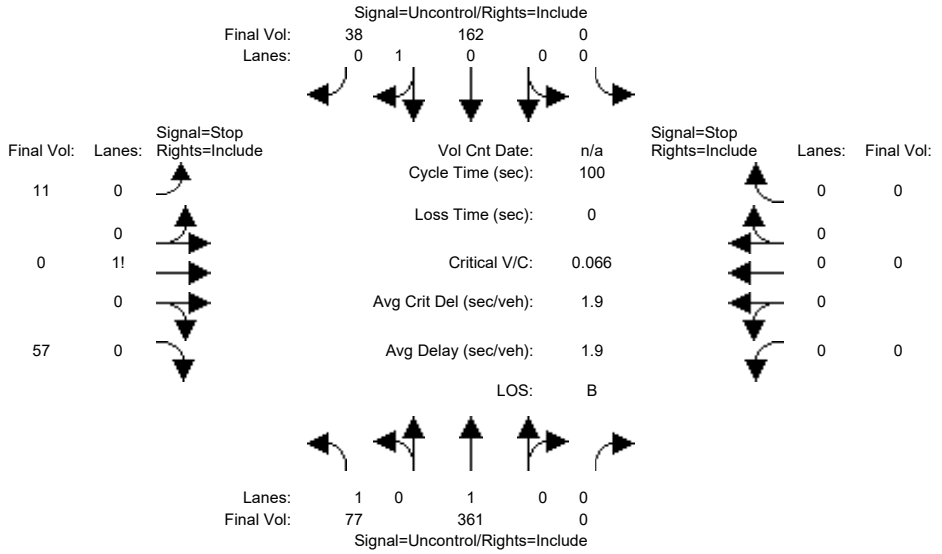
881 Castro Street
Mountain View, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3: Castro St/High School Way



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	77	361	0	0	162	38	11	0	57	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	77	361	0	0	162	38	11	0	57	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	77	361	0	0	162	38	11	0	57	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	77	361	0	0	162	38	11	0	57	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	77	361	0	0	162	38	11	0	57	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	200	xxxx	xxxxx	xxxx	xxxx	xxxxx	696	696	181	xxxx	xxxx	xxxxx
Potent Cap.:	1384	xxxx	xxxxx	xxxx	xxxx	xxxxx	411	368	867	xxxx	xxxx	xxxxx
Move Cap.:	1384	xxxx	xxxxx	xxxx	xxxx	xxxxx	393	347	867	xxxx	xxxx	xxxxx
Volume/Cap:	0.06	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	0.00	0.07	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	726	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.5	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			10.5			xxxxxx		
ApproachLOS:	*			*			B			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #3 Castro St/High School Way

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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```
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:      Uncontrolled    Uncontrolled     Stop Sign       Stop Sign
Lanes:       1  0  1  0  0   0  0  0  1  0   0  0  1! 0  0   0  0  0  0  0
Initial Vol:   77  361    0    0  162   38   11    0   57    0   0    0
ApproachDel:    xxxxxx          xxxxxx           10.5         xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
  FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=68]
  FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=706]
  SUCCEED - Total volume greater than or equal to 650 for intersection
          with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
            Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #3 Castro St/High School Way
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:      Uncontrolled    Uncontrolled     Stop Sign       Stop Sign
Lanes:       1  0  1  0  0   0  0  0  1  0   0  0  1! 0  0   0  0  0  0  0
Initial Vol:   77  361    0    0  162   38   11    0   57    0   0    0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:           638
Minor Approach Volume:          68
Minor Approach Volume Threshold: 440
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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


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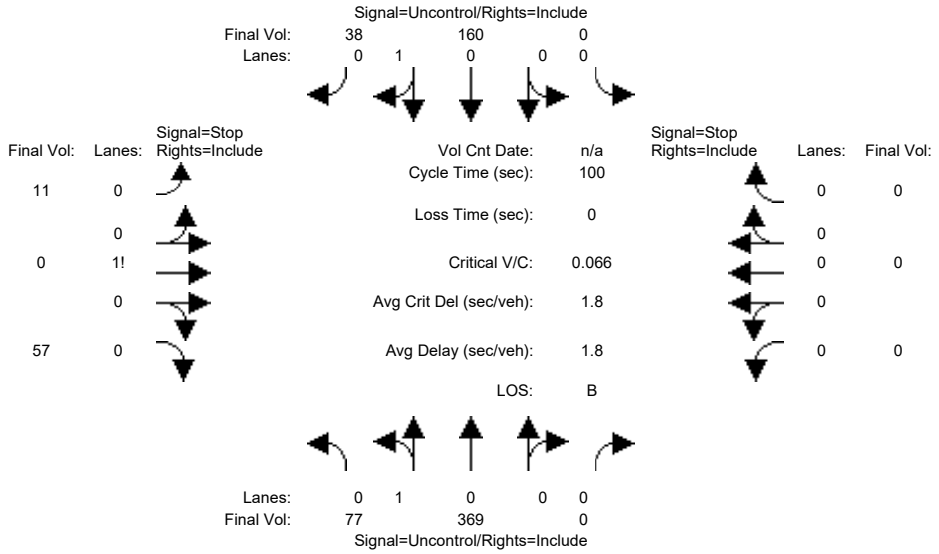
881 Castro Street
Mountain View, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background + Prj AM

Intersection #3: Castro St/High School Way



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	77	361	0	0	162	38	11	0	57	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	77	361	0	0	162	38	11	0	57	0	0	0
Added Vol:	0	8	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	-2	0	0	0	0	0	0	0
Initial Fut:	77	369	0	0	160	38	11	0	57	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	77	369	0	0	160	38	11	0	57	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	77	369	0	0	160	38	11	0	57	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	198	xxxx	xxxxx	xxxx	xxxx	xxxxx	702	702	179	xxxx	xxxx	xxxxx
Potent Cap.:	1387	xxxx	xxxxx	xxxx	xxxx	xxxxx	407	365	869	xxxx	xxxx	xxxxx
Move Cap.:	1387	xxxx	xxxxx	xxxx	xxxx	xxxxx	389	344	869	xxxx	xxxx	xxxxx
Volume/Cap:	0.06	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	0.00	0.07	xxxx	xxxx	xxxx

Level Of Service Module:												
2Way95thQ:	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	725	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.5	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			10.5			xxxxxx		
ApproachLOS:	*			*			B			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #3 Castro St/High School Way

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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```
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:      Uncontrolled    Uncontrolled     Stop Sign       Stop Sign
Lanes:       0  1  0  0  0   0  0  0  1  0   0  0  1! 0  0   0  0  0  0  0
Initial Vol:   77  369    0    0  160   38   11    0   57    0   0    0
ApproachDel:    xxxxxx          xxxxxx           10.5         xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
  FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=68]
  FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=712]
  SUCCEED - Total volume greater than or equal to 650 for intersection
          with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
            Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #3 Castro St/High School Way
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:      Uncontrolled    Uncontrolled     Stop Sign       Stop Sign
Lanes:       0  1  0  0  0   0  0  0  1  0   0  0  1! 0  0   0  0  0  0  0
Initial Vol:   77  369    0    0  160   38   11    0   57    0   0    0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:           644
Minor Approach Volume:          68
Minor Approach Volume Threshold: 337
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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

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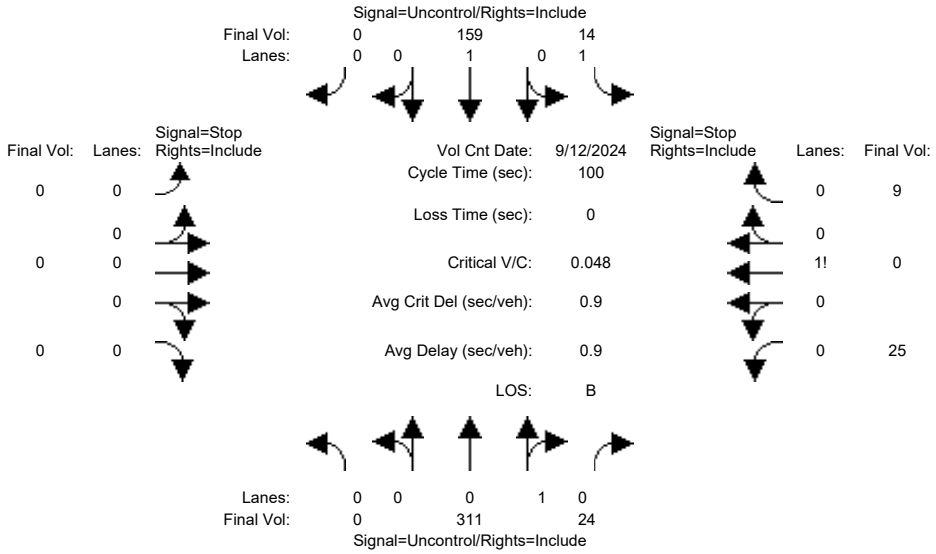
881 Castro Street
Mountain View, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #4: Castro St/Yosemite Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 12 Sep 2024 << 8:00-9:00												
Base Vol:	0	311	24	14	159	0	0	0	0	25	0	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	311	24	14	159	0	0	0	0	25	0	9
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	311	24	14	159	0	0	0	0	25	0	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	311	24	14	159	0	0	0	0	25	0	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	311	24	14	159	0	0	0	0	25	0	9
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	335	xxxx	xxxxx	xxxx	xxxx	xxxxx	510	510	323
Potent Cap.:	xxxx	xxxx	xxxxx	1236	xxxx	xxxxx	xxxx	xxxx	xxxxx	527	469	723
Move Cap.:	xxxx	xxxx	xxxxx	1236	xxxx	xxxxx	xxxx	xxxx	xxxxx	522	464	723
Volume/Cap:	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	0.00	0.01
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	564	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	11.8	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			11.8		
ApproachLOS:	*			*			*			B		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #4 Castro St/Yosemite Ave

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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```
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:      Uncontrolled    Uncontrolled     Stop Sign       Stop Sign
Lanes:       0  0  0  1  0   1  0  1  0  0   0  0  0  0  0   0  0  1! 0  0
Initial Vol:    0  311   24   14  159    0    0   0    0   25   0    9
ApproachDel:    xxxxxx         xxxxxx         xxxxxx          11.8
------------|---------------||---------------||---------------||---------------|
Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
  FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=34]
  FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=542]
  FAIL - Total volume less than 650 for intersection
       with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
            Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #4 Castro St/Yosemite Ave
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:      Uncontrolled    Uncontrolled     Stop Sign       Stop Sign
Lanes:       0  0  0  1  0   1  0  1  0  0   0  0  0  0  0   0  0  1! 0  0
Initial Vol:    0  311   24   14  159    0    0   0    0   25   0    9
------------|---------------||---------------||---------------||---------------|
Major Street Volume:           508
Minor Approach Volume:          34
Minor Approach Volume Threshold: 518
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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

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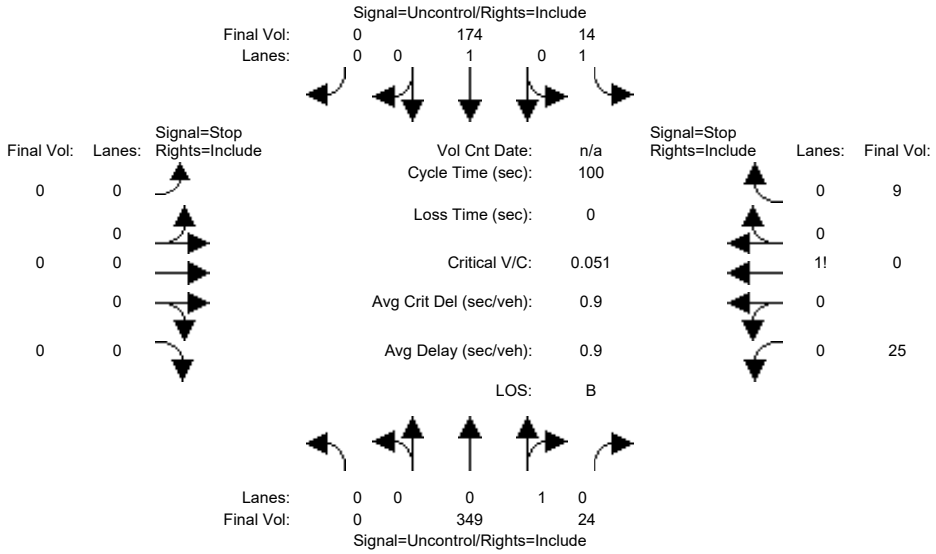
881 Castro Street
Mountain View, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #4: Castro St/Yosemite Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	349	24	14	174	0	0	0	0	25	0	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	349	24	14	174	0	0	0	0	25	0	9
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	349	24	14	174	0	0	0	0	25	0	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	349	24	14	174	0	0	0	0	25	0	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	349	24	14	174	0	0	0	0	25	0	9
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	373	xxxx	xxxxx	xxxx	xxxx	xxxxx	563	563	361
Potent Cap.:	xxxx	xxxx	xxxxx	1197	xxxx	xxxxx	xxxx	xxxx	xxxxx	491	438	688
Move Cap.:	xxxx	xxxx	xxxxx	1197	xxxx	xxxxx	xxxx	xxxx	xxxxx	487	433	688
Volume/Cap:	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	0.00	0.01
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	527	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	12.3	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			12.3		
ApproachLOS:	*			*			*			B		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #4 Castro St/Yosemite Ave

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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```
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:      Uncontrolled    Uncontrolled     Stop Sign       Stop Sign
Lanes:       0  0  0  1  0   1  0  1  0  0   0  0  0  0  0   0  0  1! 0  0
Initial Vol:    0  349   24   14  174    0    0   0    0   25   0    9
ApproachDel:    xxxxxx         xxxxxx         xxxxxx          12.3
------------|---------------||---------------||---------------||---------------|
Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
  FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=34]
  FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=595]
  FAIL - Total volume less than 650 for intersection
       with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
            Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #4 Castro St/Yosemite Ave
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:      Uncontrolled    Uncontrolled     Stop Sign       Stop Sign
Lanes:       0  0  0  1  0   1  0  1  0  0   0  0  0  0  0   0  0  1! 0  0
Initial Vol:    0  349   24   14  174    0    0   0    0   25   0    9
------------|---------------||---------------||---------------||---------------|
Major Street Volume:           561
Minor Approach Volume:          34
Minor Approach Volume Threshold: 484
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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

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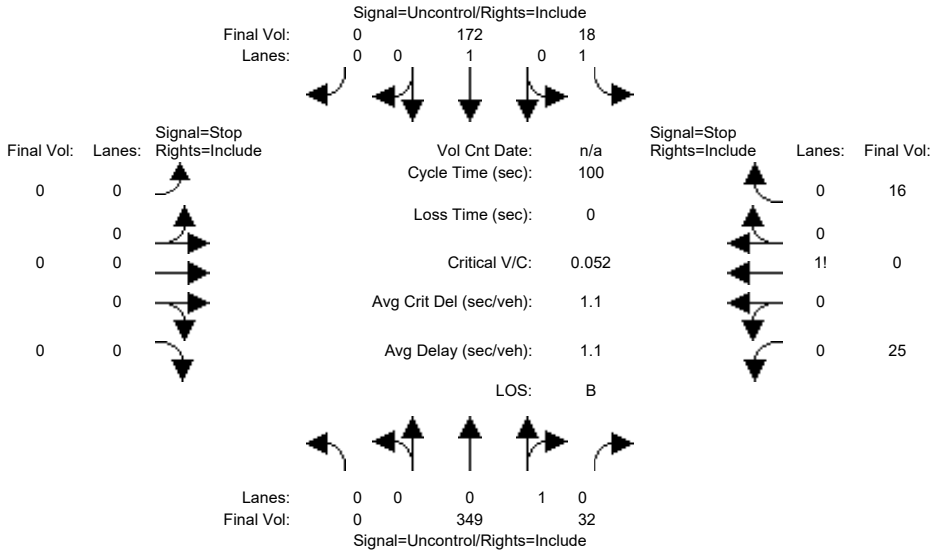
881 Castro Street
Mountain View, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background + Prj AM

Intersection #4: Castro St/Yosemite Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	349	24	14	174	0	0	0	0	25	0	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	349	24	14	174	0	0	0	0	25	0	9
Added Vol:	0	0	8	2	0	0	0	0	0	0	0	7
PasserByVol:	0	0	0	2	-2	0	0	0	0	0	0	0
Initial Fut:	0	349	32	18	172	0	0	0	0	25	0	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	349	32	18	172	0	0	0	0	25	0	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	349	32	18	172	0	0	0	0	25	0	16
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	381	xxxx	xxxxx	xxxx	xxxx	xxxxx	573	573	365
Potent Cap.:	xxxx	xxxx	xxxxx	1189	xxxx	xxxxx	xxxx	xxxx	xxxxx	484	432	685
Move Cap.:	xxxx	xxxx	xxxxx	1189	xxxx	xxxxx	xxxx	xxxx	xxxxx	479	426	685
Volume/Cap:	xxxx	xxxx	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	0.00	0.02
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	542	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	12.2	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			12.2		
ApproachLOS:	*			*			*			B		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #4 Castro St/Yosemite Ave

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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```
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:      Uncontrolled    Uncontrolled     Stop Sign       Stop Sign
Lanes:       0  0  0  1  0   1  0  1  0  0   0  0  0  0  0   0  0  1! 0  0
Initial Vol:    0  349    32   18  172    0    0    0    0   25    0   16
ApproachDel:    xxxxxx          xxxxxx          xxxxxx          12.2
------------|---------------||---------------||---------------||---------------|
Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
  FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=41]
  FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=612]
  FAIL - Total volume less than 650 for intersection
        with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
            Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #4 Castro St/Yosemite Ave
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:      Uncontrolled    Uncontrolled     Stop Sign       Stop Sign
Lanes:       0  0  0  1  0   1  0  1  0  0   0  0  0  0  0   0  0  1! 0  0
Initial Vol:    0  349    32   18  172    0    0    0    0   25    0   16
------------|---------------||---------------||---------------||---------------|
Major Street Volume:           571
Minor Approach Volume:          41
Minor Approach Volume Threshold: 478
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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

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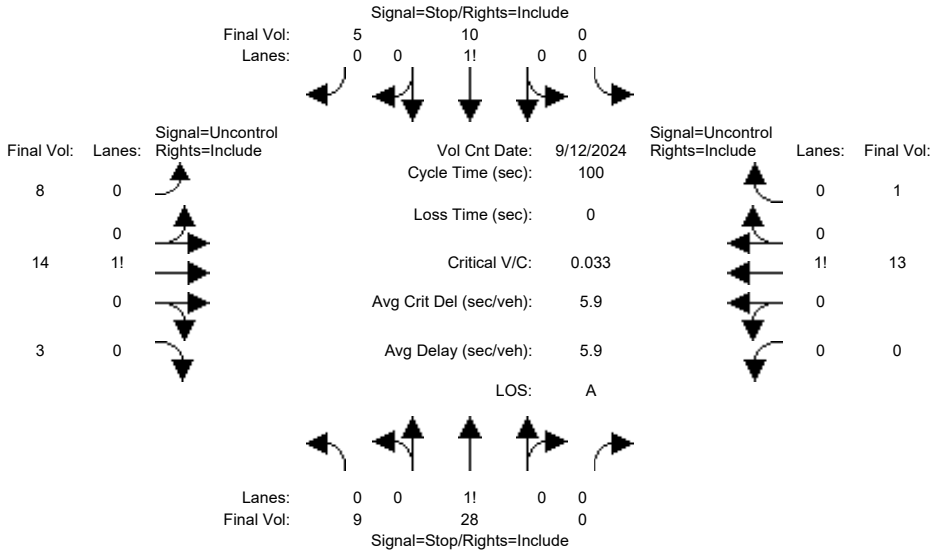
881 Castro Street
Mountain View, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #5: Hope St/Yosemite Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 12 Sep 2024 << 8:00-9:00												
Base Vol:	9	28	0	0	10	5	8	14	3	0	13	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	28	0	0	10	5	8	14	3	0	13	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	28	0	0	10	5	8	14	3	0	13	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	28	0	0	10	5	8	14	3	0	13	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	9	28	0	0	10	5	8	14	3	0	13	1
Critical Gap Module:												
Critical Gp:	7.1	6.5	xxxxx	xxxxx	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	xxxxx	xxxxx	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	53	46	xxxxx	xxxx	47	14	14	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	951	850	xxxxx	xxxx	849	1072	1617	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	935	846	xxxxx	xxxx	845	1072	1617	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.01	0.03	xxxx	xxxx	0.01	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	866	xxxx	xxxxx	xxxx	xxxx	909	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.1	xxxx	xxxxx	xxxxx	xxxx	0.1	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	9.3	xxxx	xxxxx	xxxxx	xxxx	9.0	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	A	*	*	*	*	*	*
ApproachDel:	9.3			9.0			xxxxxx			xxxxxx		
ApproachLOS:	A			A			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #5 Hope St/Yosemite Ave

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 1 0	0 0		0 0 0	1 0		0 0 1!	0 0		0 0 0	1 0	
Initial Vol:	9	28	0	0	10	5	8	14	3	0	13	1
ApproachDel:	9.3			9.0			xxxxxx			xxxxxx		

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=37]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=91]
FAIL - Total volume less than 650 for intersection
with less than four approaches.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=15]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=91]
FAIL - Total volume less than 650 for intersection
with less than four approaches.

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

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

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #5 Hope St/Yosemite Ave

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 1 0	0 0		0 0 0	1 0		0 0 1!	0 0		0 0 0	1 0	
Initial Vol:	9	28	0	0	10	5	8	14	3	0	13	1

Major Street Volume: 39
Minor Approach Volume: 37
Minor Approach Volume Threshold: 1085

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

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

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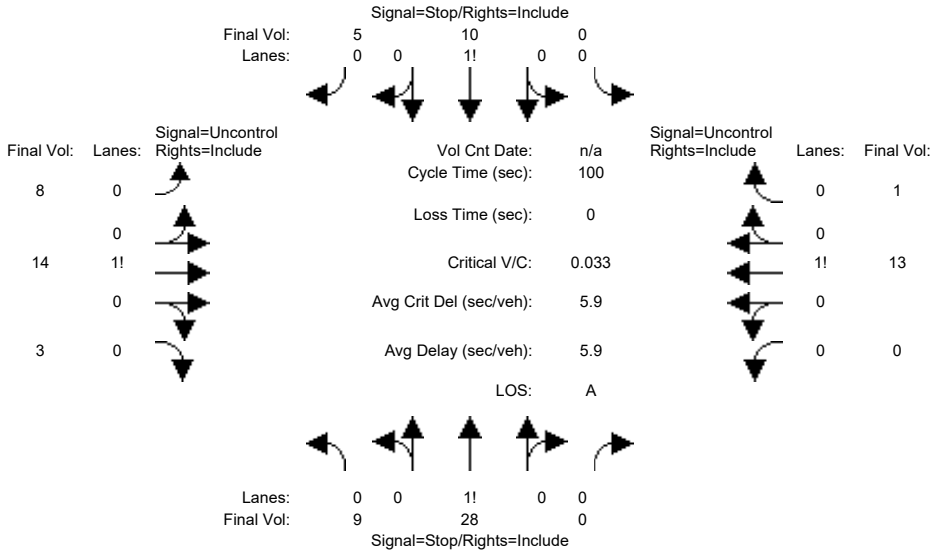
881 Castro Street
Mountain View, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #5: Hope St/Yosemite Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	9	28	0	0	10	5	8	14	3	0	13	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	28	0	0	10	5	8	14	3	0	13	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	28	0	0	10	5	8	14	3	0	13	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	28	0	0	10	5	8	14	3	0	13	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	9	28	0	0	10	5	8	14	3	0	13	1
Critical Gap Module:												
Critical Gp:	7.1	6.5	xxxxx	xxxxx	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	xxxxx	xxxxx	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	53	46	xxxxx	xxxx	47	14	14	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	951	850	xxxxx	xxxx	849	1072	1617	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	935	846	xxxxx	xxxx	845	1072	1617	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.01	0.03	xxxx	xxxx	0.01	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	866	xxxx	xxxxx	xxxx	xxxx		909	xxxx	xxxx	xxxxx	xxxx	xxxx xxxxx
SharedQueue:	0.1	xxxx	xxxxx	xxxxx	xxxx		0.1	xxxxx	xxxx	xxxxx	xxxxx	xxxx xxxxx
Shrd ConDel:	9.3	xxxx	xxxxx	xxxxx	xxxx		9.0	xxxxx	xxxx	xxxxx	xxxxx	xxxx xxxxx
Shared LOS:	A	*	*	*	*	A	*	*	*	*	*	*
ApproachDel:	9.3			9.0			xxxxxx			xxxxxx		
ApproachLOS:	A			A			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #5 Hope St/Yosemite Ave

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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```
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Stop Sign       Stop Sign      Uncontrolled    Uncontrolled
Lanes:       0  1  0  0  0   0  0  0  1  0   0  0  1! 0  0   0  0  0  1  0
Initial Vol:    9   28    0    0   10    5    8   14    3    0   13    1
ApproachDel:      9.3           9.0         xxxxxx          xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
  FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=37]
  FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=91]
  FAIL - Total volume less than 650 for intersection
       with less than four approaches.
--------------------------------------------------------------------------------
Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
  FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=15]
  FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=91]
  FAIL - Total volume less than 650 for intersection
       with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
             Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #5 Hope St/Yosemite Ave
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Stop Sign       Stop Sign      Uncontrolled    Uncontrolled
Lanes:       0  1  0  0  0   0  0  0  1  0   0  0  1! 0  0   0  0  0  1  0
Initial Vol:    9   28    0    0   10    5    8   14    3    0   13    1
------------|---------------||---------------||---------------||---------------|
Major Street Volume:           39
Minor Approach Volume:         37
Minor Approach Volume Threshold: 1085
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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


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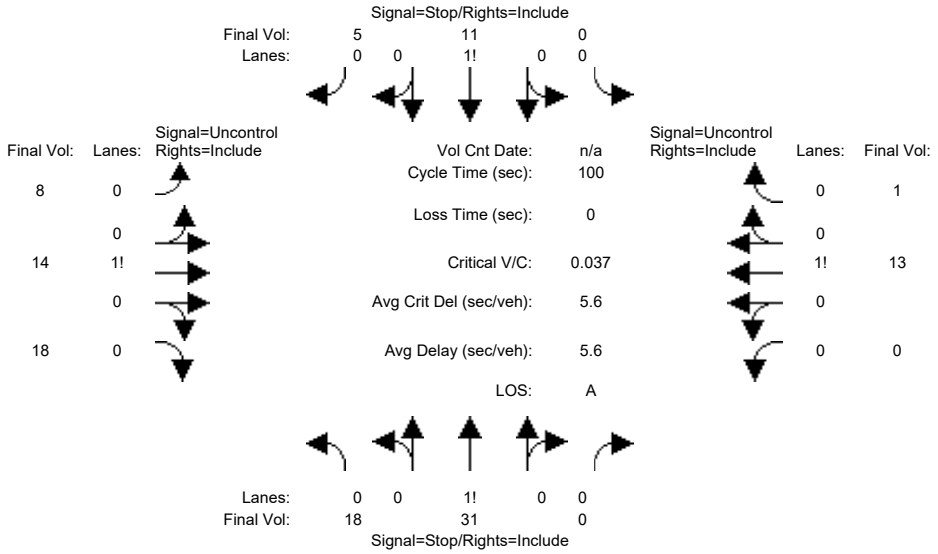
881 Castro Street
Mountain View, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background + Prj AM

Intersection #5: Hope St/Yosemite Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	9	28	0	0	10	5	8	14	3	0	13	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	28	0	0	10	5	8	14	3	0	13	1
Added Vol:	9	3	0	0	1	0	0	0	13	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	2	0	0	0
Initial Fut:	18	31	0	0	11	5	8	14	18	0	13	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	18	31	0	0	11	5	8	14	18	0	13	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	18	31	0	0	11	5	8	14	18	0	13	1
Critical Gap Module:												
Critical Gp:	7.1	6.5	xxxxx	xxxxx	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	xxxxx	xxxxx	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	61	53	xxxxx	xxxx	62	14	14	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	940	842	xxxxx	xxxx	833	1072	1617	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	923	838	xxxxx	xxxx	829	1072	1617	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.02	0.04	xxxx	xxxx	0.01	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	867	xxxx	xxxxx	xxxx	xxxx	892	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.2	xxxx	xxxxx	xxxxx	xxxx	0.1	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	9.4	xxxx	xxxxx	xxxxx	xxxx	9.1	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	A	*	*	*	*	*	*
ApproachDel:	9.4			9.1			xxxxxx			xxxxxx		
ApproachLOS:	A			A			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #5 Hope St/Yosemite Ave

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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```
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Stop Sign       Stop Sign      Uncontrolled    Uncontrolled
Lanes:       0  1  0  0  0   0  0  0  1  0   0  0  1! 0  0   0  0  0  1  0
Initial Vol:   18   31    0    0   11    5    8   14   18    0   13    1
ApproachDel:      9.4            9.1          xxxxxx          xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
  FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=49]
  FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=119]
  FAIL - Total volume less than 650 for intersection
       with less than four approaches.
--------------------------------------------------------------------------------
Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
  FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=16]
  FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=119]
  FAIL - Total volume less than 650 for intersection
       with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
             Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #5 Hope St/Yosemite Ave
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Stop Sign       Stop Sign      Uncontrolled    Uncontrolled
Lanes:       0  1  0  0  0   0  0  0  1  0   0  0  1! 0  0   0  0  0  1  0
Initial Vol:   18   31    0    0   11    5    8   14   18    0   13    1
------------|---------------||---------------||---------------||---------------|
Major Street Volume:           54
Minor Approach Volume:         49
Minor Approach Volume Threshold: 998
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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


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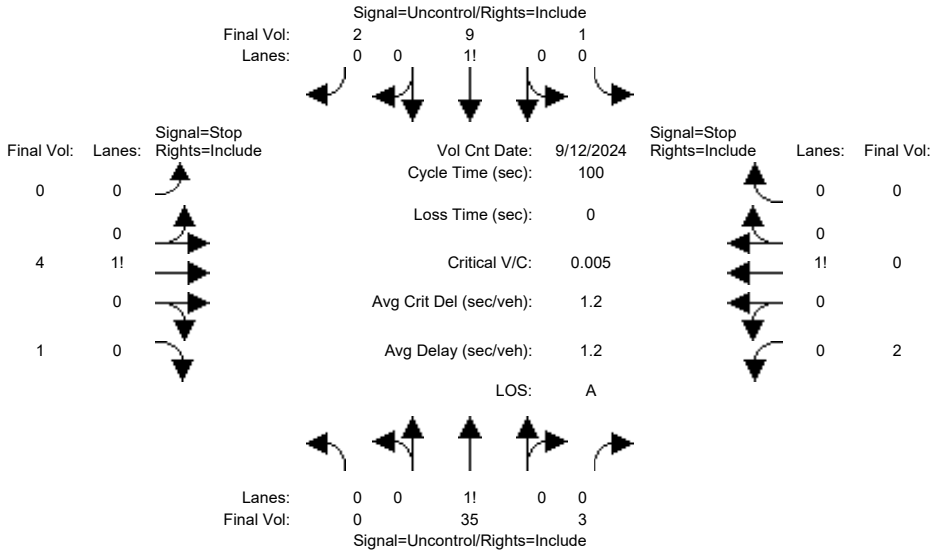
881 Castro Street
Mountain View, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #6: Hope St/Fairmont Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 12 Sep 2024 << 8:00-9:00												
Base Vol:	0	35	3	1	9	2	0	4	1	2	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	35	3	1	9	2	0	4	1	2	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	35	3	1	9	2	0	4	1	2	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	35	3	1	9	2	0	4	1	2	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	35	3	1	9	2	0	4	1	2	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	6.5	6.2	7.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	4.0	3.3	3.5	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	38	xxxx	xxxxx	xxxx	50	10	51	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	1585	xxxx	xxxxx	xxxx	845	1077	953	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	1585	xxxx	xxxxx	xxxx	845	1077	949	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	0.00	0.00	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.8	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	883	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.0	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.1	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	A	*	*	*
ApproachDel:	xxxxxx			xxxxxx			9.1			8.8		
ApproachLOS:	*			*			A			A		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #6 Hope St/Fairmont Ave

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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```
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:      Uncontrolled    Uncontrolled     Stop Sign       Stop Sign
Lanes:       0  0  0  1  0   0  0  1! 0  0   0  0  0  1  0   1  0  0  0  0
Initial Vol:    0   35    3    1    9    2    0    4    1    2    0    0
ApproachDel:    xxxxxx          xxxxxx           9.1            8.8
------------|---------------||---------------||---------------||---------------|
Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
  FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=5]
  FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=57]
  FAIL - Total volume less than 650 for intersection
       with less than four approaches.
--------------------------------------------------------------------------------
Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
  FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=2]
  FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=57]
  FAIL - Total volume less than 650 for intersection
       with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
             Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #6 Hope St/Fairmont Ave
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:      Uncontrolled    Uncontrolled     Stop Sign       Stop Sign
Lanes:       0  0  0  1  0   0  0  1! 0  0   0  0  0  1  0   1  0  0  0  0
Initial Vol:    0   35    3    1    9    2    0    4    1    2    0    0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:          50
Minor Approach Volume:         5
Minor Approach Volume Threshold: 1018
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```

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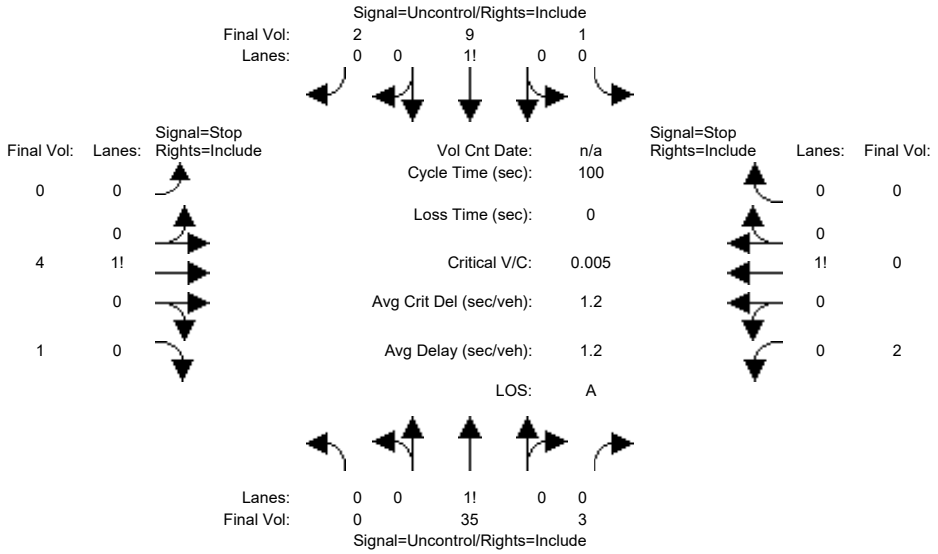
881 Castro Street
Mountain View, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #6: Hope St/Fairmont Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	35	3	1	9	2	0	4	1	2	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	35	3	1	9	2	0	4	1	2	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	35	3	1	9	2	0	4	1	2	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	35	3	1	9	2	0	4	1	2	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	35	3	1	9	2	0	4	1	2	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	6.5	6.2	7.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	4.0	3.3	3.5	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	38	xxxx	xxxxx	xxxx	50	10	51	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	1585	xxxx	xxxxx	xxxx	845	1077	953	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	1585	xxxx	xxxxx	xxxx	845	1077	949	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	0.00	0.00	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.8	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	883	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.0	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.1	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	A	*	*	*
ApproachDel:	xxxxxx			xxxxxx			9.1			8.8		
ApproachLOS:	*			*			A			A		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #6 Hope St/Fairmont Ave

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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```
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:      Uncontrolled    Uncontrolled     Stop Sign       Stop Sign
Lanes:       0  0  0  1  0   0  0  1! 0  0   0  0  0  1  0   1  0  0  0  0
Initial Vol:    0   35    3    1    9    2    0    4    1    2    0    0
ApproachDel:    xxxxxx          xxxxxx            9.1            8.8
------------|---------------||---------------||---------------||---------------|
Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
  FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=5]
  FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=57]
  FAIL - Total volume less than 650 for intersection
       with less than four approaches.
--------------------------------------------------------------------------------
Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
  FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=2]
  FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=57]
  FAIL - Total volume less than 650 for intersection
       with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
             Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #6 Hope St/Fairmont Ave
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:      Uncontrolled    Uncontrolled     Stop Sign       Stop Sign
Lanes:       0  0  0  1  0   0  0  1! 0  0   0  0  0  1  0   1  0  0  0  0
Initial Vol:    0   35    3    1    9    2    0    4    1    2    0    0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:          50
Minor Approach Volume:         5
Minor Approach Volume Threshold: 1018
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```


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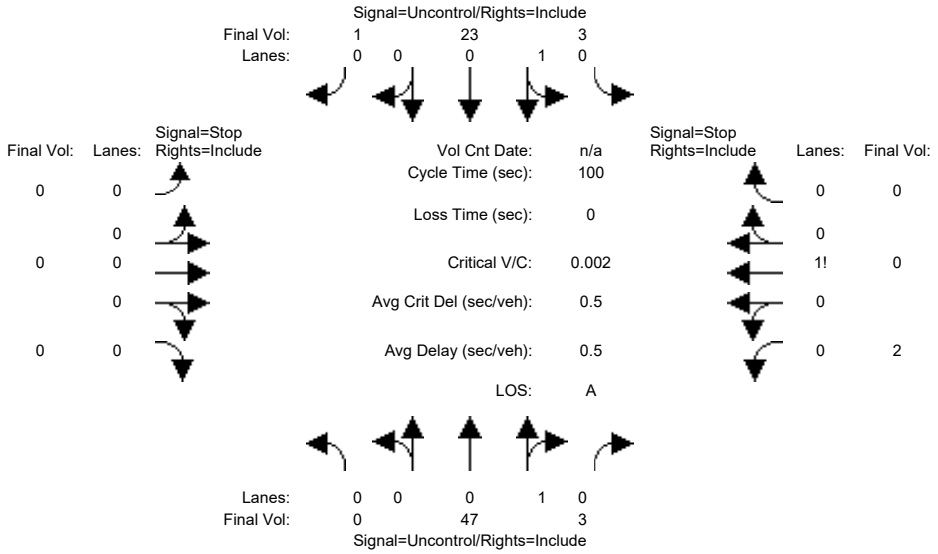
Mountain View, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background + Prj AM

Intersection #6: Hope St/Fairmont Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	35	3	1	9	2	0	4	1	2	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	35	3	1	9	2	0	4	1	2	0	0
Added Vol:	0	12	0	0	14	-1	0	0	-1	0	0	0
PasserByVol:	0	0	0	2	0	0	-2	-4	0	0	0	0
Initial Fut:	0	47	3	3	23	1	-2	0	0	2	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	47	3	3	23	1	0	0	0	2	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	47	3	3	23	1	0	0	0	2	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	xxxxx	6.4	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	xxxxx	3.5	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	50	xxxx	xxxxx	78	80	xxxxx	78	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	1570	xxxx	xxxxx	916	815	xxxxx	930	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	1570	xxxx	xxxxx	914	813	xxxxx	928	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	0.00	0.00	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.9	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			8.9		
ApproachLOS:	*			*			*			A		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #6 Hope St/Fairmont Ave

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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```
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:      Uncontrolled    Uncontrolled     Stop Sign       Stop Sign
Lanes:       0  0  0  1  0   0  0  1! 0  0   0  1  0  0  0   1  0  0  0  0
Initial Vol:    0   47    3    3   23    1   -2   0    0    2   0    0
ApproachDel:    xxxxxx         xxxxxx         xxxxxx          8.9
------------|---------------||---------------||---------------||---------------|
Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]
  SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=-2]
  FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=77]
  FAIL - Total volume less than 650 for intersection
       with less than four approaches.
--------------------------------------------------------------------------------
Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
  FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=2]
  FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=77]
  FAIL - Total volume less than 650 for intersection
       with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
             Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #6 Hope St/Fairmont Ave
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:      Uncontrolled    Uncontrolled     Stop Sign       Stop Sign
Lanes:       0  0  0  1  0   0  0  1! 0  0   0  1  0  0  0   1  0  0  0  0
Initial Vol:    0   47    3    3   23    1   -2   0    0    2   0    0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:          77
Minor Approach Volume:         2
Minor Approach Volume Threshold: 903
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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


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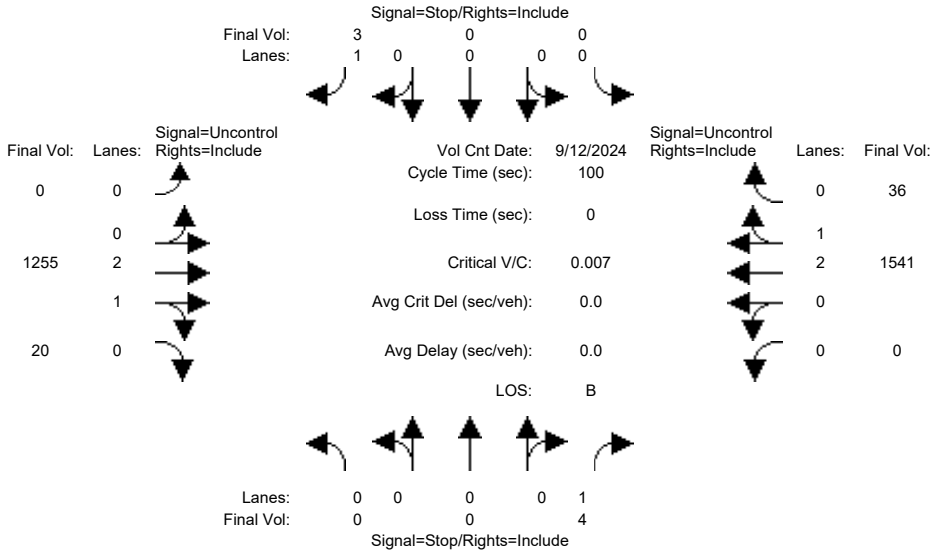
881 Castro Street
Mountain View, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #7: Hope St/El Camino Real



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 12 Sep 2024 << 7:45-8:45												
Base Vol:	0	0	4	0	0	3	0	1255	20	0	1541	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	4	0	0	3	0	1255	20	0	1541	36
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	4	0	0	3	0	1255	20	0	1541	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	4	0	0	3	0	1255	20	0	1541	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	4	0	0	3	0	1255	20	0	1541	36
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.9	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	428	xxxx	xxxx	532	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	580	xxxx	xxxx	497	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	580	xxxx	xxxx	497	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.01	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.0	xxxx	xxxx	0.0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	11.2	xxxxx	xxxx	12.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	B	*	*	B	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	11.2			12.3			xxxxxx			xxxxxx		
ApproachLOS:	B			B			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #7 Hope St/El Camino Real

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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```
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Stop Sign       Stop Sign      Uncontrolled    Uncontrolled
Lanes:       0  0  0  0  1   0  0  0  0  1   0  0  2  1  0   0  0  2  1  0
Initial Vol:    0    0    4    0    0    3    0 1255   20    0 1541   36
ApproachDel:     11.2           12.3          xxxxxx          xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
  FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=4]
  FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=2859]
  SUCCEED - Total volume greater than or equal to 800 for intersection
          with four or more approaches.
--------------------------------------------------------------------------------
Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
  FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=3]
  FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=2859]
  SUCCEED - Total volume greater than or equal to 800 for intersection
          with four or more approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
             Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #7 Hope St/El Camino Real
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Stop Sign       Stop Sign      Uncontrolled    Uncontrolled
Lanes:       0  0  0  0  1   0  0  0  0  1   0  0  2  1  0   0  0  2  1  0
Initial Vol:    0    0    4    0    0    3    0 1255   20    0 1541   36
------------|---------------||---------------||---------------||---------------|
Major Street Volume:           2852
Minor Approach Volume:          4
Minor Approach Volume Threshold: -76 [less than minimum of 100]
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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

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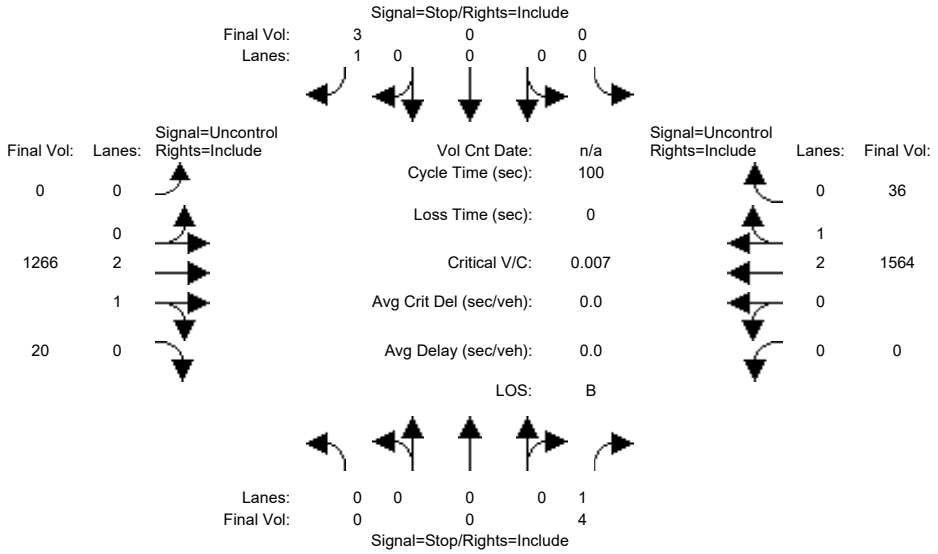
881 Castro Street
Mountain View, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #7: Hope St/El Camino Real



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	4	0	0	3	0	1266	20	0	1564	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	4	0	0	3	0	1266	20	0	1564	36
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	4	0	0	3	0	1266	20	0	1564	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	4	0	0	3	0	1266	20	0	1564	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	4	0	0	3	0	1266	20	0	1564	36
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.9	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	432	xxxx	xxxx	539	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	577	xxxx	xxxx	492	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	577	xxxx	xxxx	492	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.01	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.0	xxxx	xxxx	0.0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	11.3	xxxxx	xxxx	12.4	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	B	*	*	B	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	11.3			12.4			xxxxxx			xxxxxx		
ApproachLOS:	B			B			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #7 Hope St/El Camino Real

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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```
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Stop Sign       Stop Sign      Uncontrolled    Uncontrolled
Lanes:       0  0  0  0  1   0  0  0  0  1   0  0  2  1  0   0  0  2  1  0
Initial Vol:    0    0    4    0    0    3    0 1266   20    0 1564   36
ApproachDel:     11.3           12.4          xxxxxx          xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
  FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=4]
  FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=2893]
  SUCCEED - Total volume greater than or equal to 800 for intersection
          with four or more approaches.
--------------------------------------------------------------------------------
Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
  FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=3]
  FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=2893]
  SUCCEED - Total volume greater than or equal to 800 for intersection
          with four or more approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
             Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #7 Hope St/El Camino Real
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Stop Sign       Stop Sign      Uncontrolled    Uncontrolled
Lanes:       0  0  0  0  1   0  0  0  0  1   0  0  2  1  0   0  0  2  1  0
Initial Vol:    0    0    4    0    0    3    0 1266   20    0 1564   36
------------|---------------||---------------||---------------||---------------|
Major Street Volume:           2886
Minor Approach Volume:          4
Minor Approach Volume Threshold: -80 [less than minimum of 100]
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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


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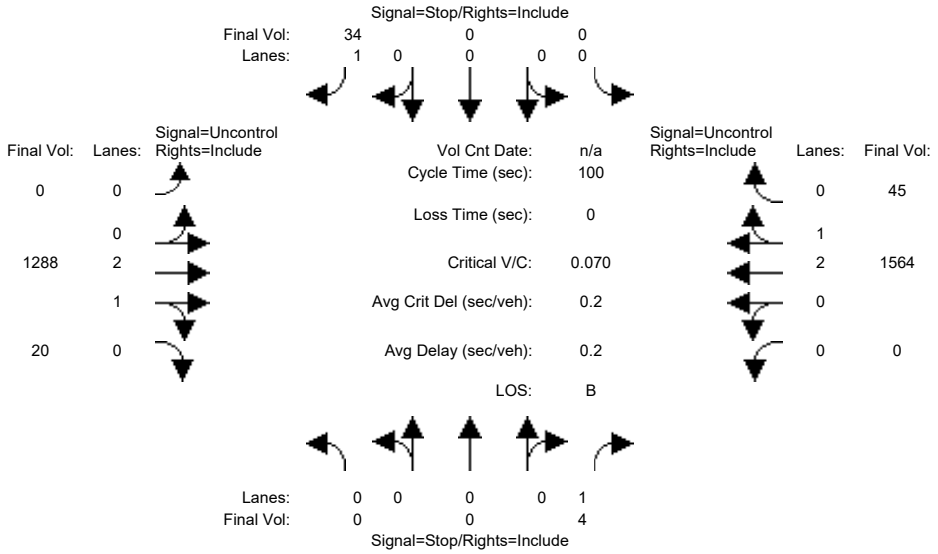
881 Castro Street
Mountain View, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background + Prj AM

Intersection #7: Hope St/El Camino Real



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	4	0	0	3	0	1266	20	0	1564	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	4	0	0	3	0	1266	20	0	1564	36
Added Vol:	0	0	0	0	0	31	0	18	0	0	0	9
PasserByVol:	0	0	0	0	0	0	0	4	0	0	0	0
Initial Fut:	0	0	4	0	0	34	0	1288	20	0	1564	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	4	0	0	34	0	1288	20	0	1564	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	4	0	0	34	0	1288	20	0	1564	45
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.9	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	439	xxxx	xxxx	544	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	571	xxxx	xxxx	489	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	571	xxxx	xxxx	489	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.01	xxxx	xxxx	0.07	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.0	xxxx	xxxx	0.2	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	11.3	xxxxx	xxxx	12.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	B	*	*	B	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	11.3			12.9			xxxxxx			xxxxxx		
ApproachLOS:	B			B			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #7 Hope St/El Camino Real

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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```
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Stop Sign       Stop Sign      Uncontrolled    Uncontrolled
Lanes:       0  0  0  0  1   0  0  0  0  1   0  0  2  1  0   0  0  2  1  0
Initial Vol:    0    0    4    0    0   34    0 1288   20    0 1564   45
ApproachDel:     11.3           12.9         xxxxxx          xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
  FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=4]
  FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=2955]
  SUCCEED - Total volume greater than or equal to 800 for intersection
          with four or more approaches.
--------------------------------------------------------------------------------
Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
  FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=34]
  FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=2955]
  SUCCEED - Total volume greater than or equal to 800 for intersection
          with four or more approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
             Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #7 Hope St/El Camino Real
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Stop Sign       Stop Sign      Uncontrolled    Uncontrolled
Lanes:       0  0  0  0  1   0  0  0  0  1   0  0  2  1  0   0  0  2  1  0
Initial Vol:    0    0    4    0    0   34    0 1288   20    0 1564   45
------------|---------------||---------------||---------------||---------------|
Major Street Volume:           2917
Minor Approach Volume:          34
Minor Approach Volume Threshold: -84 [less than minimum of 100]
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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


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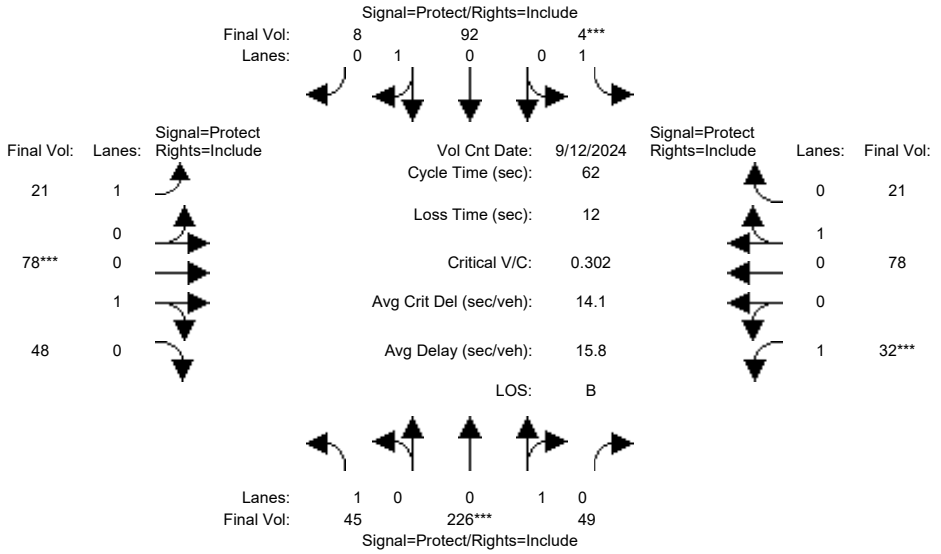
881 Castro Street
Mountain View, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #8: Castro St/Church St



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Sep 2024 << 8:00-9:00												
Base Vol:	45	226	49	4	92	8	21	78	48	32	78	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	226	49	4	92	8	21	78	48	32	78	21
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	226	49	4	92	8	21	78	48	32	78	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	226	49	4	92	8	21	78	48	32	78	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	226	49	4	92	8	21	78	48	32	78	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	226	49	4	92	8	21	78	48	32	78	21
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.82	0.18	1.00	0.92	0.08	1.00	0.62	0.38	1.00	0.79	0.21
Final Sat.:	1750	1479	321	1750	1656	144	1750	1114	686	1750	1418	382
Capacity Analysis Module:												
Vol/Sat:	0.03	0.15	0.15	0.00	0.06	0.06	0.01	0.07	0.07	0.02	0.06	0.06
Crit Moves:		****			****			****			****	
Green Time:	10.1	31.4	31.4	0.5	21.8	21.8	3.2	14.4	14.4	3.8	14.9	14.9
Volume/Cap:	0.16	0.30	0.30	0.30	0.16	0.16	0.23	0.30	0.30	0.30	0.23	0.23
Delay/Veh:	22.6	9.1	9.1	43.0	13.9	13.9	29.5	20.1	20.1	29.5	19.2	19.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.6	9.1	9.1	43.0	13.9	13.9	29.5	20.1	20.1	29.5	19.2	19.2
LOS by Move:	C	A	A	D	B	B	C	C	C	C	B	B
HCM2kAvgQ:	1	3	3	0	1	1	0	2	2	1	2	2

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

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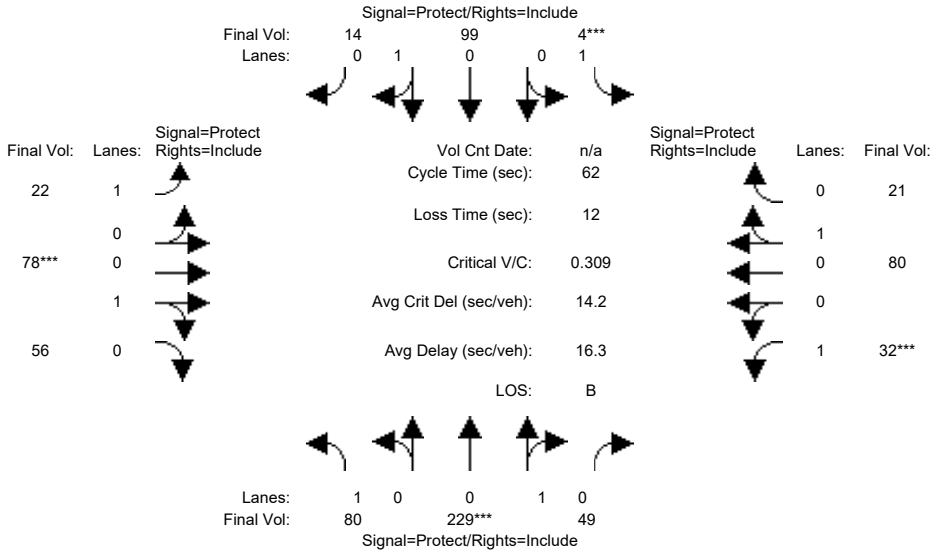
881 Castro Street
Mountain View, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #8: Castro St/Church St



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	80	229	49	4	99	14	22	78	56	32	80	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	229	49	4	99	14	22	78	56	32	80	21
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	229	49	4	99	14	22	78	56	32	80	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	229	49	4	99	14	22	78	56	32	80	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	229	49	4	99	14	22	78	56	32	80	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	229	49	4	99	14	22	78	56	32	80	21
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.82	0.18	1.00	0.88	0.12	1.00	0.58	0.42	1.00	0.79	0.21
Final Sat.:	1750	1483	317	1750	1577	223	1750	1048	752	1750	1426	374
Capacity Analysis Module:												
Vol/Sat:	0.05	0.15	0.15	0.00	0.06	0.06	0.01	0.07	0.07	0.02	0.06	0.06
Crit Moves:		****			****			****			****	
Green Time:	13.2	31.0	31.0	0.5	18.2	18.2	3.4	14.9	14.9	3.7	15.2	15.2
Volume/Cap:	0.21	0.31	0.31	0.31	0.21	0.21	0.23	0.31	0.31	0.31	0.23	0.23
Delay/Veh:	20.4	9.4	9.4	43.8	16.7	16.7	29.3	19.7	19.7	29.7	19.0	19.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.4	9.4	9.4	43.8	16.7	16.7	29.3	19.7	19.7	29.7	19.0	19.0
LOS by Move:	C	A	A	D	B	B	C	B	B	C	B	B
HCM2kAvgQ:	2	3	3	0	2	2	0	2	2	1	2	2

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

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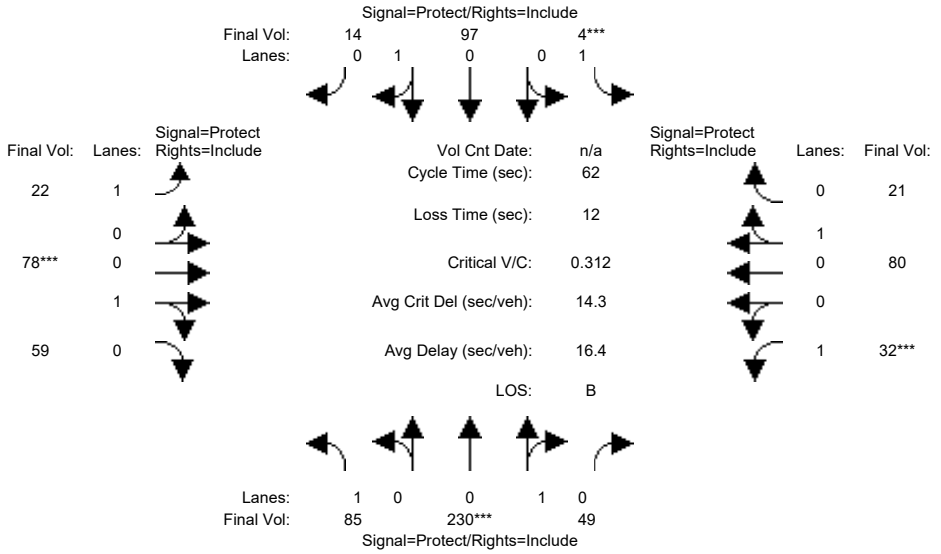
881 Castro Street
Mountain View, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background + Prj AM

Intersection #8: Castro St/Church St



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	80	229	49	4	99	14	22	78	56	32	80	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	229	49	4	99	14	22	78	56	32	80	21
Added Vol:	5	1	0	0	-2	0	0	0	3	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	85	230	49	4	97	14	22	78	59	32	80	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	85	230	49	4	97	14	22	78	59	32	80	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	230	49	4	97	14	22	78	59	32	80	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	85	230	49	4	97	14	22	78	59	32	80	21
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.82	0.18	1.00	0.87	0.13	1.00	0.57	0.43	1.00	0.79	0.21
Final Sat.:	1750	1484	316	1750	1573	227	1750	1025	775	1750	1426	374
Capacity Analysis Module:												
Vol/Sat:	0.05	0.16	0.16	0.00	0.06	0.06	0.01	0.08	0.08	0.02	0.06	0.06
Crit Moves:		****			****			****			****	
Green Time:	13.8	30.8	30.8	0.5	17.5	17.5	3.4	15.1	15.1	3.6	15.3	15.3
Volume/Cap:	0.22	0.31	0.31	0.31	0.22	0.22	0.23	0.31	0.31	0.31	0.23	0.23
Delay/Veh:	20.0	9.5	9.5	44.1	17.3	17.3	29.2	19.6	19.6	29.7	18.9	18.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.0	9.5	9.5	44.1	17.3	17.3	29.2	19.6	19.6	29.7	18.9	18.9
LOS by Move:	C	A	A	D	B	B	C	B	B	C	B	B
HCM2kAvgQ:	2	3	3	0	2	2	0	2	2	1	2	2

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

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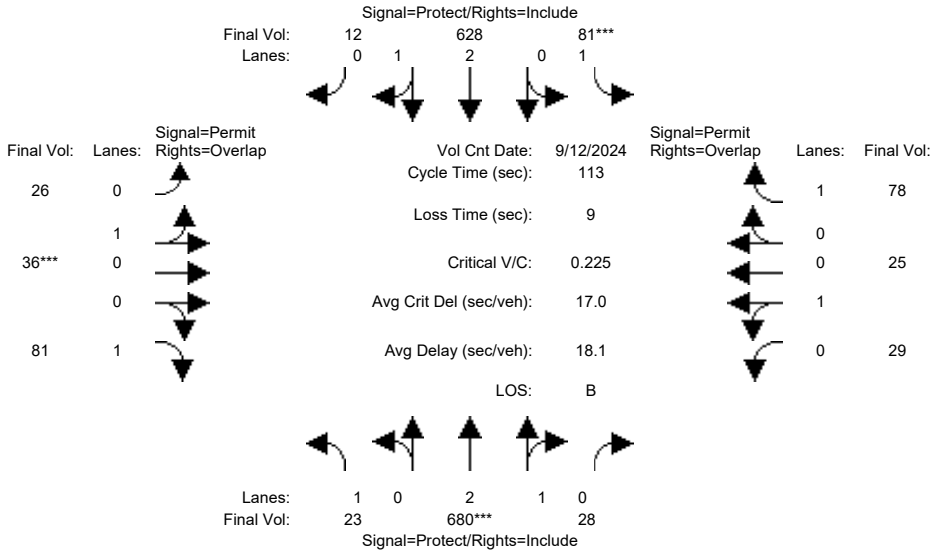
881 Castro Street
Mountain View, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #9: Shoreline Blvd/Church St



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Sep 2024 << 7:45-8:45												
Base Vol:	23	680	28	81	628	12	26	36	81	29	25	78
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	680	28	81	628	12	26	36	81	29	25	78
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	680	28	81	628	12	26	36	81	29	25	78
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	680	28	81	628	12	26	36	81	29	25	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	680	28	81	628	12	26	36	81	29	25	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	23	680	28	81	628	12	26	36	81	29	25	78
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.88	0.12	1.00	2.94	0.06	0.42	0.58	1.00	0.54	0.46	1.00
Final Sat.:	1750	5378	221	1750	5495	105	755	1045	1750	967	833	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.13	0.13	0.05	0.11	0.11	0.03	0.03	0.05	0.03	0.03	0.04
Crit Moves:		****			****			****				
Green Time:	30.5	63.5	63.5	23.2	56.2	56.2	17.3	17.3	47.8	17.3	17.3	40.5
Volume/Cap:	0.05	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.11	0.20	0.20	0.12
Delay/Veh:	30.6	12.5	12.5	37.7	16.1	16.1	42.4	42.4	19.8	42.1	42.1	24.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.6	12.5	12.5	37.7	16.1	16.1	42.4	42.4	19.8	42.1	42.1	24.4
LOS by Move:	C	B	B	D	B	B	D	D	B	D	D	C
HCM2kAvgQ:	1	4	4	3	4	4	2	2	2	2	2	2

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

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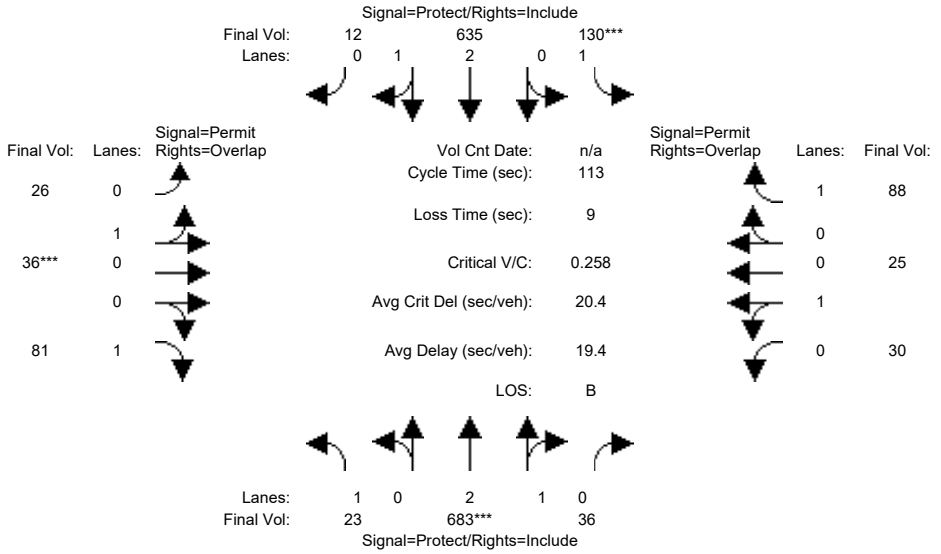
881 Castro Street
Mountain View, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #9: Shoreline Blvd/Church St



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	23	683	36	130	635	12	26	36	81	30	25	88
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	683	36	130	635	12	26	36	81	30	25	88
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	683	36	130	635	12	26	36	81	30	25	88
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	683	36	130	635	12	26	36	81	30	25	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	683	36	130	635	12	26	36	81	30	25	88
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	23	683	36	130	635	12	26	36	81	30	25	88
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.84	0.16	1.00	2.94	0.06	0.42	0.58	1.00	0.55	0.45	1.00
Final Sat.:	1750	5319	280	1750	5496	104	755	1045	1750	982	818	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.13	0.13	0.07	0.12	0.12	0.03	0.03	0.05	0.03	0.03	0.05
Crit Moves:		****			****			****				
Green Time:	31.0	56.3	56.3	32.6	57.9	57.9	15.1	15.1	46.1	15.1	15.1	47.7
Volume/Cap:	0.05	0.26	0.26	0.26	0.23	0.23	0.26	0.26	0.11	0.23	0.23	0.12
Delay/Veh:	30.2	16.4	16.4	31.2	15.2	15.2	44.5	44.5	20.8	44.2	44.2	19.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.2	16.4	16.4	31.2	15.2	15.2	44.5	44.5	20.8	44.2	44.2	19.9
LOS by Move:	C	B	B	C	B	B	D	D	C	D	D	B
HCM2kAvgQ:	1	5	5	4	4	4	2	2	2	2	2	2

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

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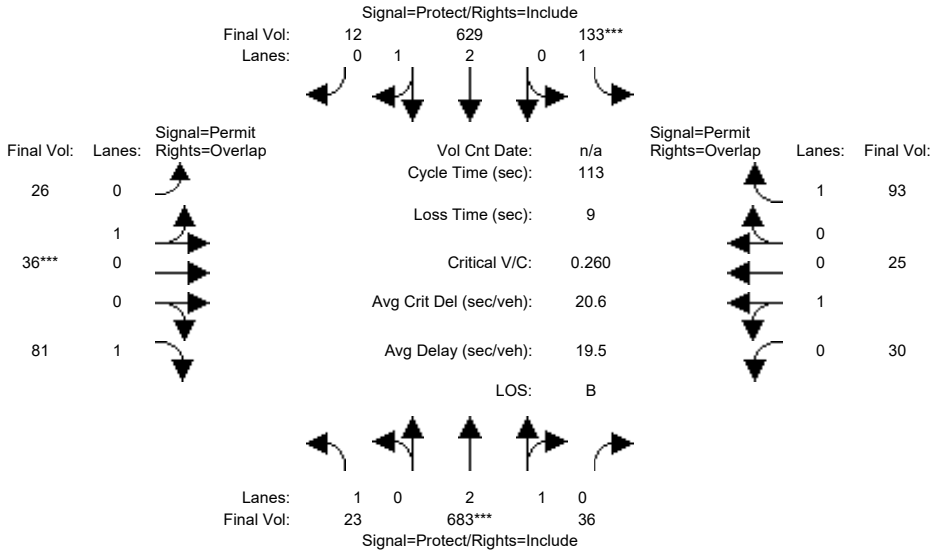
881 Castro Street
Mountain View, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background + Prj AM

Intersection #9: Shoreline Blvd/Church St



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	23	683	36	130	635	12	26	36	81	30	25	88
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	683	36	130	635	12	26	36	81	30	25	88
Added Vol:	0	0	0	3	-6	0	0	0	0	0	0	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	683	36	133	629	12	26	36	81	30	25	93
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	683	36	133	629	12	26	36	81	30	25	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	683	36	133	629	12	26	36	81	30	25	93
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	23	683	36	133	629	12	26	36	81	30	25	93
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.84	0.16	1.00	2.94	0.06	0.42	0.58	1.00	0.55	0.45	1.00
Final Sat.:	1750	5319	280	1750	5495	105	755	1045	1750	982	818	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.13	0.13	0.08	0.11	0.11	0.03	0.03	0.05	0.03	0.03	0.05
Crit Moves:		****			****			****				
Green Time:	31.3	55.9	55.9	33.1	57.7	57.7	15.0	15.0	46.3	15.0	15.0	48.1
Volume/Cap:	0.05	0.26	0.26	0.26	0.22	0.22	0.26	0.26	0.11	0.23	0.23	0.12
Delay/Veh:	30.0	16.6	16.6	30.8	15.3	15.3	44.6	44.6	20.7	44.3	44.3	19.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.0	16.6	16.6	30.8	15.3	15.3	44.6	44.6	20.7	44.3	44.3	19.8
LOS by Move:	C	B	B	C	B	B	D	D	C	D	D	B
HCM2kAvgQ:	1	5	5	4	4	4	2	2	2	2	2	2

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

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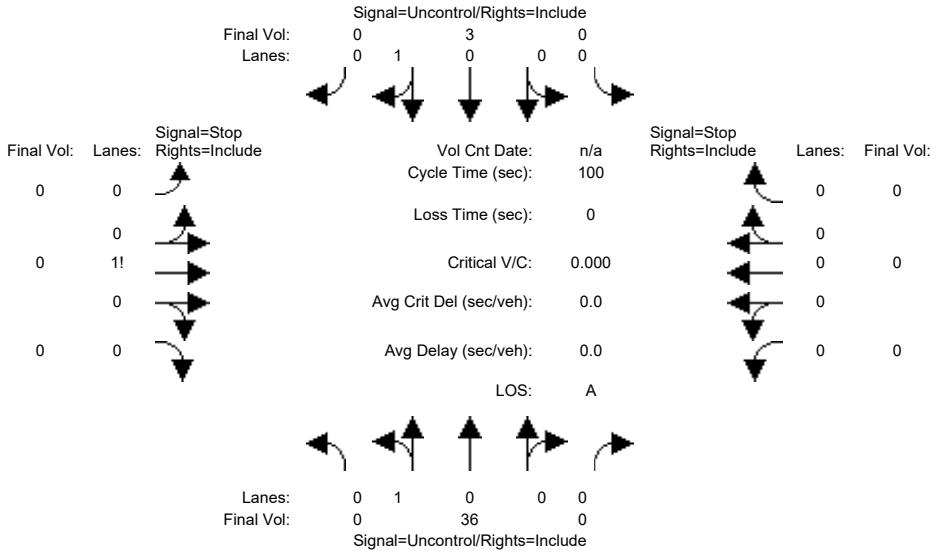
881 Castro Street
Mountain View, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #11: Hope St/Prj Dwy



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	36	0	0	3	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	36	0	0	3	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	36	0	0	3	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	36	0	0	3	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	36	0	0	3	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	39	39	3	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	978	857	1087	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	978	857	1087	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.00	0.00	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #11 Hope St/Prj Dwy

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0	1	0 0	0 0	1	0 0	0 0	1!	0 0	0 0	0	0 0
Initial Vol:	0	36	0	0	3	0	0	0	0	0	0	0
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		

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

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

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #11 Hope St/Prj Dwy

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0	1	0 0	0 0	1	0 0	0 0	1!	0 0	0 0	0	0 0
Initial Vol:	0	36	0	0	3	0	0	0	0	0	0	0

Major Street Volume: 39
Minor Approach Volume: 0
Minor Approach Volume Threshold: 1085

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

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

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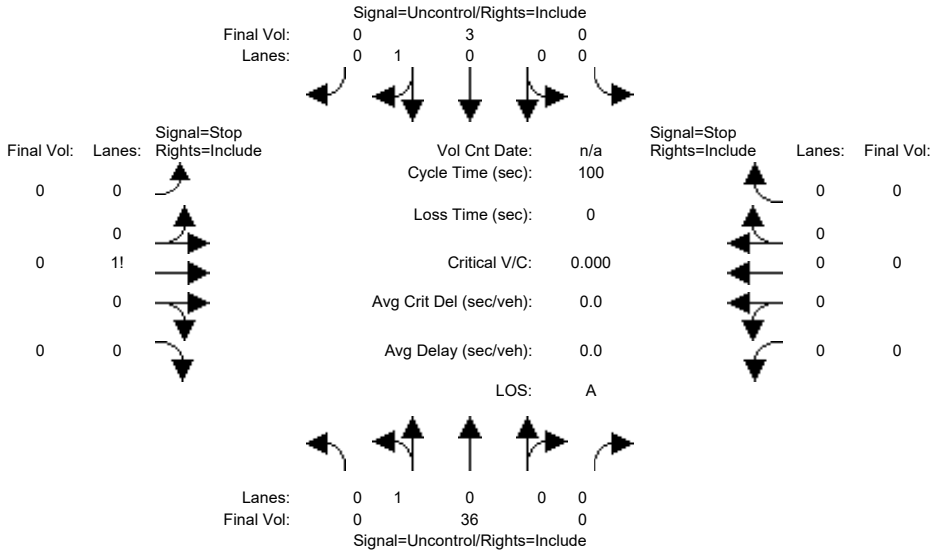
881 Castro Street
Mountain View, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #11: Hope St/Prj Dwy



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	36	0	0	3	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	36	0	0	3	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	36	0	0	3	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	36	0	0	3	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	36	0	0	3	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	39	39	3	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	978	857	1087	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	978	857	1087	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.00	0.00	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #11 Hope St/Prj Dwy

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Copyright (c) 2008 Dowling Associates, Inc.

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0	1	0 0	0 0	1	0 0	0 0	1!	0 0	0 0	0	0 0
Initial Vol:	0	36	0	0	3	0	0	0	0	0	0	0
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		

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

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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #11 Hope St/Prj Dwy

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0	1	0 0	0 0	1	0 0	0 0	1!	0 0	0 0	0	0 0
Initial Vol:	0	36	0	0	3	0	0	0	0	0	0	0

Major Street Volume: 39
Minor Approach Volume: 0
Minor Approach Volume Threshold: 1085

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

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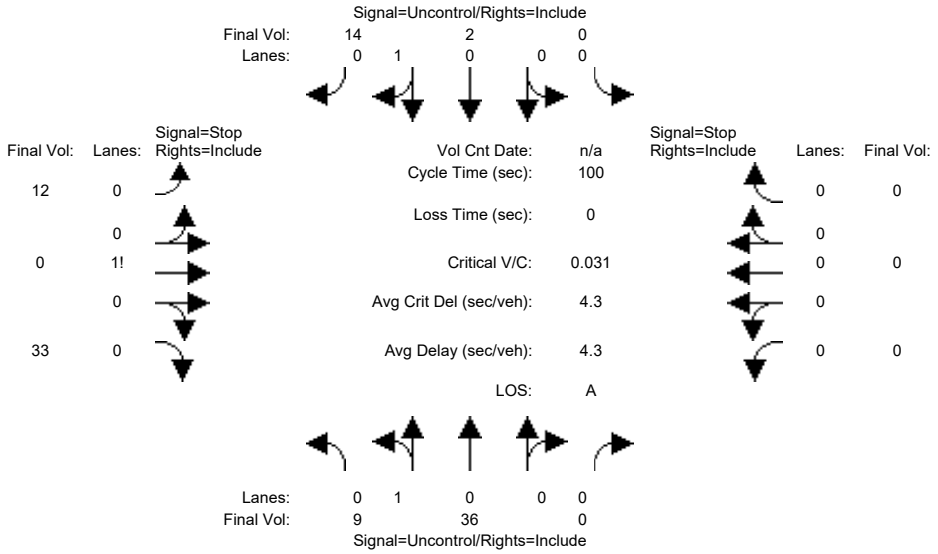
881 Castro Street
Mountain View, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background + Prj AM

Intersection #11: Hope St/Prj Dwy



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	36	0	0	3	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	36	0	0	3	0	0	0	0	0	0	0
Added Vol:	9	0	0	0	-1	14	12	0	33	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	36	0	0	2	14	12	0	33	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	36	0	0	2	14	12	0	33	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	9	36	0	0	2	14	12	0	33	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	16	xxxx	xxxxx	xxxx	xxxx	xxxxx	63	63	9	xxxx	xxxx	xxxxx
Potent Cap.:	1615	xxxx	xxxxx	xxxx	xxxx	xxxxx	948	832	1079	xxxx	xxxx	xxxxx
Move Cap.:	1615	xxxx	xxxxx	xxxx	xxxx	xxxxx	944	827	1079	xxxx	xxxx	xxxxx
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	0.00	0.03	xxxx	xxxx	xxxx

Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	1039	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	7.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	8.6	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			8.6			xxxxxx		
ApproachLOS:	*			*			A			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #11 Hope St/Prj Dwy

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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```
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:      Uncontrolled    Uncontrolled     Stop Sign       Stop Sign
Lanes:       0  1  0  0  0   0  0  0  1  0   0  0  1! 0  0   0  0  0  0  0
Initial Vol:    9   36    0    0    2   14    12    0   33    0    0    0
ApproachDel:    xxxxxx          xxxxxx            8.6          xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
  FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=45]
  FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=106]
  FAIL - Total volume less than 650 for intersection
         with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
             Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #11 Hope St/Prj Dwy
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:      Uncontrolled    Uncontrolled     Stop Sign       Stop Sign
Lanes:       0  1  0  0  0   0  0  0  1  0   0  0  1! 0  0   0  0  0  0  0
Initial Vol:    9   36    0    0    2   14    12    0   33    0    0    0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:           61
Minor Approach Volume:          45
Minor Approach Volume Threshold: 965
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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

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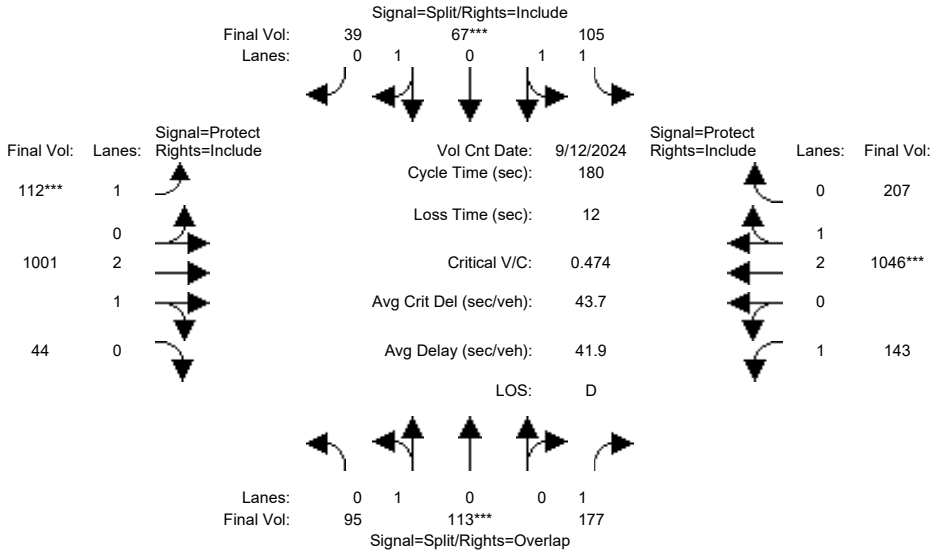
881 Castro Street
Mountain View, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #1001: Castro St/El Camino Real



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Sep 2024 << 8:00-9:00												
Base Vol:	95	113	177	105	67	39	112	1001	44	143	1046	207
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	95	113	177	105	67	39	112	1001	44	143	1046	207
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	95	113	177	105	67	39	112	1001	44	143	1046	207
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	95	113	177	105	67	39	112	1001	44	143	1046	207
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	113	177	105	67	39	112	1001	44	143	1046	207
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	95	113	177	105	67	39	112	1001	44	143	1046	207
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.93	0.95	0.95	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	0.46	0.54	1.00	1.51	0.94	0.55	1.00	2.87	0.13	1.00	2.49	0.51
Final Sat.:	822	978	1750	2662	1699	989	1750	5364	236	1750	4674	925
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.10	0.04	0.04	0.04	0.06	0.19	0.19	0.08	0.22	0.22
Crit Moves:		****			****			****			****	
Green Time:	43.8	43.8	77.1	15.0	15.0	15.0	24.3	75.9	75.9	33.3	84.9	84.9
Volume/Cap:	0.47	0.47	0.24	0.47	0.47	0.47	0.47	0.44	0.44	0.44	0.47	0.47
Delay/Veh:	59.0	59.0	32.9	79.6	79.6	79.6	73.5	37.1	37.1	66.1	32.5	32.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.0	59.0	32.9	79.6	79.6	79.6	73.5	37.1	37.1	66.1	32.5	32.5
LOS by Move:	E	E	C	E	E	E	E	D	D	E	C	C
HCM2kAvgQ:	10	10	6	4	4	4	6	13	13	8	15	15

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

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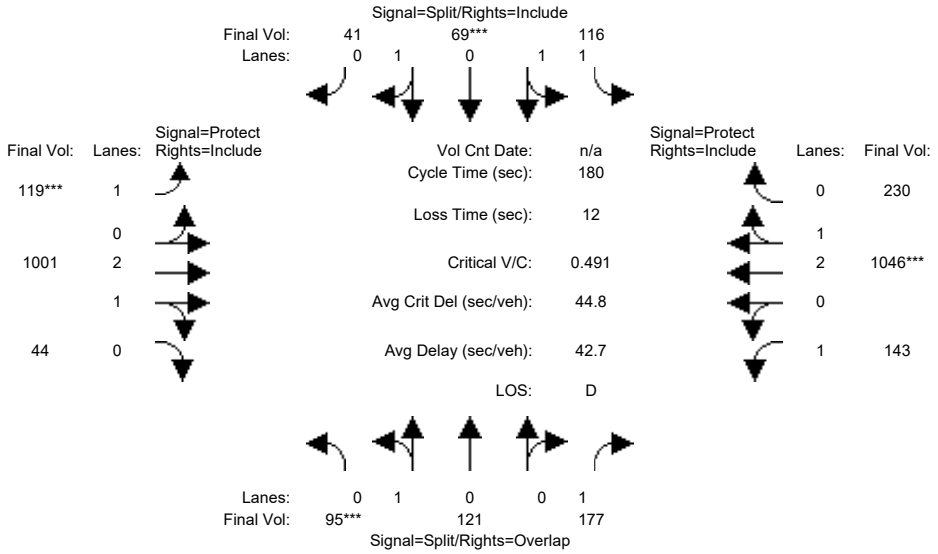
881 Castro Street
Mountain View, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #1001: Castro St/El Camino Real



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	95	121	177	116	69	41	119	1001	44	143	1046	230
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	95	121	177	116	69	41	119	1001	44	143	1046	230
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	95	121	177	116	69	41	119	1001	44	143	1046	230
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	95	121	177	116	69	41	119	1001	44	143	1046	230
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	121	177	116	69	41	119	1001	44	143	1046	230
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	95	121	177	116	69	41	119	1001	44	143	1046	230
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.93	0.95	0.95	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	0.44	0.56	1.00	1.55	0.91	0.54	1.00	2.87	0.13	1.00	2.44	0.56
Final Sat.:	792	1008	1750	2746	1633	970	1750	5364	236	1750	4589	1009
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.10	0.04	0.04	0.04	0.07	0.19	0.19	0.08	0.23	0.23
Crit Moves:	****			****			****			****		
Green Time:	44.0	44.0	77.0	15.5	15.5	15.5	24.9	75.5	75.5	33.0	83.6	83.6
Volume/Cap:	0.49	0.49	0.24	0.49	0.49	0.49	0.49	0.45	0.45	0.45	0.49	0.49
Delay/Veh:	59.2	59.2	32.9	79.3	79.3	79.3	73.2	37.5	37.5	66.3	33.6	33.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.2	59.2	32.9	79.3	79.3	79.3	73.2	37.5	37.5	66.3	33.6	33.6
LOS by Move:	E	E	C	E	E	E	E	D	D	E	C	C
HCM2kAvgQ:	11	11	6	5	5	5	6	13	13	8	16	16

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

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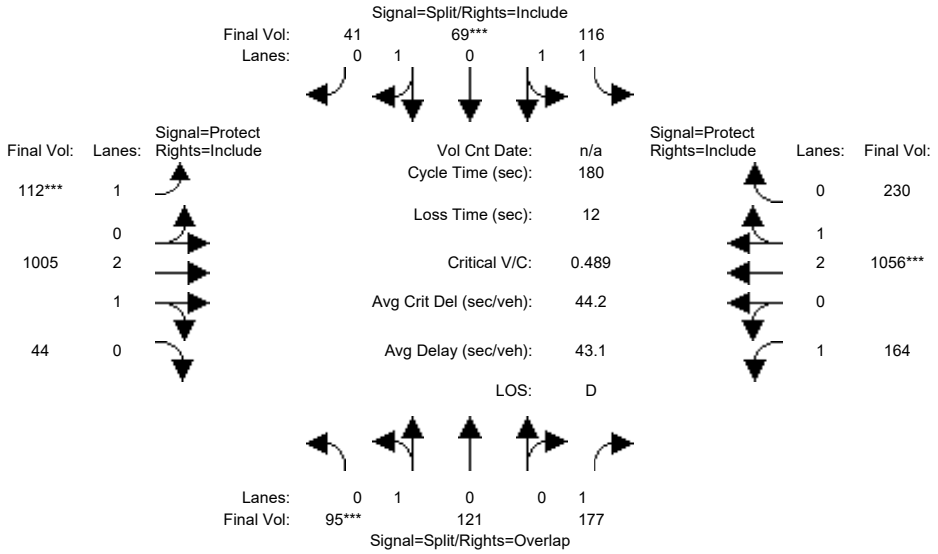
881 Castro Street
Mountain View, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background + Prj AM

Intersection #1001: Castro St/El Camino Real



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	95	121	177	116	69	41	119	1001	44	143	1046	230
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	95	121	177	116	69	41	119	1001	44	143	1046	230
Added Vol:	0	0	0	0	0	0	-3	0	0	21	10	0
PasserByVol:	0	0	0	0	0	0	-4	4	0	0	0	0
Initial Fut:	95	121	177	116	69	41	112	1005	44	164	1056	230
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	95	121	177	116	69	41	112	1005	44	164	1056	230
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	121	177	116	69	41	112	1005	44	164	1056	230
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	95	121	177	116	69	41	112	1005	44	164	1056	230
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.93	0.95	0.95	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	0.44	0.56	1.00	1.55	0.91	0.54	1.00	2.87	0.13	1.00	2.44	0.56
Final Sat.:	792	1008	1750	2746	1633	970	1750	5365	235	1750	4597	1001
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.10	0.04	0.04	0.04	0.06	0.19	0.19	0.09	0.23	0.23
Crit Moves:	****			****			****			****		
Green Time:	44.2	44.2	80.3	15.6	15.6	15.6	23.6	72.1	72.1	36.1	84.6	84.6
Volume/Cap:	0.49	0.49	0.23	0.49	0.49	0.49	0.49	0.47	0.47	0.47	0.49	0.49
Delay/Veh:	59.1	59.1	30.9	79.2	79.2	79.2	74.2	39.9	39.9	64.5	32.9	32.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.1	59.1	30.9	79.2	79.2	79.2	74.2	39.9	39.9	64.5	32.9	32.9
LOS by Move:	E	E	C	E	E	E	E	D	D	E	C	C
HCM2kAvgQ:	11	11	6	5	5	5	6	14	14	9	16	16

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

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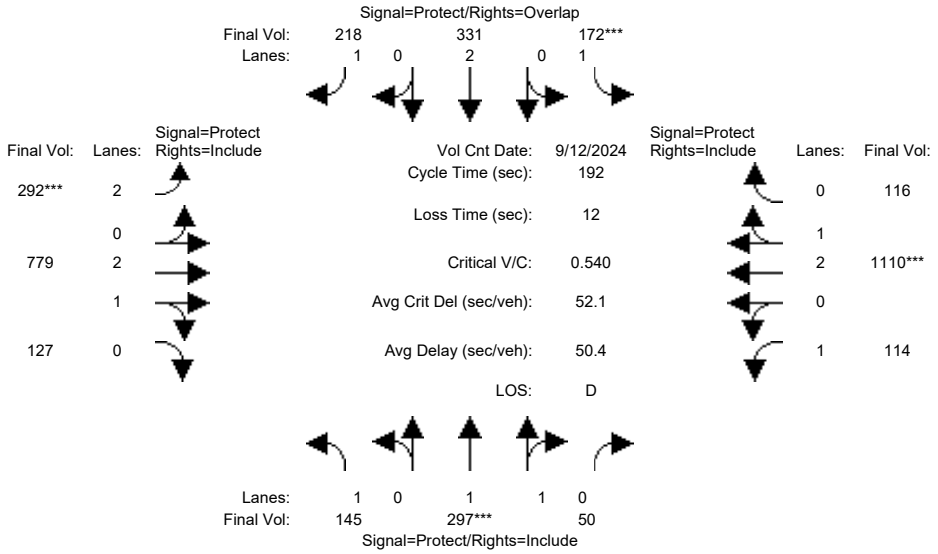
881 Castro Street
Mountain View, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #1004: Shoreline Blvd/Miramonte Ave and El Camino Real



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Sep 2024 << 7:45-8:45												
Base Vol:	145	297	50	172	331	218	292	779	127	114	1110	116
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	145	297	50	172	331	218	292	779	127	114	1110	116
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	145	297	50	172	331	218	292	779	127	114	1110	116
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	145	297	50	172	331	218	292	779	127	114	1110	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	297	50	172	331	218	292	779	127	114	1110	116
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	145	297	50	172	331	218	292	779	127	114	1110	116
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.83	0.99	0.95	0.92	0.99	0.95
Lanes:	1.00	1.70	0.30	1.00	2.00	1.00	2.00	2.56	0.44	1.00	2.71	0.29
Final Sat.:	1750	3166	533	1750	3800	1750	3150	4814	785	1750	5069	530
Capacity Analysis Module:												
Vol/Sat:	0.08	0.09	0.09	0.10	0.09	0.12	0.09	0.16	0.16	0.07	0.22	0.22
Crit Moves:		****			****			****			****	
Green Time:	33.3	33.4	33.4	35.0	35.0	68.0	33.0	79.0	79.0	31.8	77.9	77.9
Volume/Cap:	0.48	0.54	0.54	0.54	0.48	0.35	0.54	0.39	0.39	0.39	0.54	0.54
Delay/Veh:	68.2	68.7	68.7	68.6	66.4	43.2	69.1	37.3	37.3	67.9	41.0	41.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.2	68.7	68.7	68.6	66.4	43.2	69.1	37.3	37.3	67.9	41.0	41.0
LOS by Move:	E	E	E	E	E	D	E	D	D	E	D	D
HCM2kAvgQ:	8	9	9	9	8	9	9	11	11	6	17	17

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

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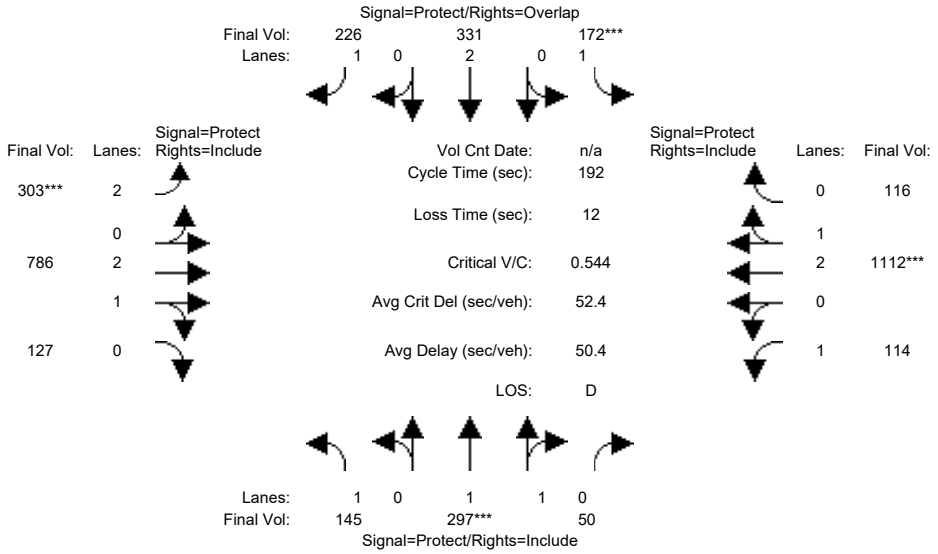
881 Castro Street
Mountain View, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #1004: Shoreline Blvd/Miramonte Ave and El Camino Real



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	145	297	50	172	331	226	303	786	127	114	1112	116
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	145	297	50	172	331	226	303	786	127	114	1112	116
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	145	297	50	172	331	226	303	786	127	114	1112	116
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	145	297	50	172	331	226	303	786	127	114	1112	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	297	50	172	331	226	303	786	127	114	1112	116
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	145	297	50	172	331	226	303	786	127	114	1112	116
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.83	0.99	0.95	0.92	0.99	0.95
Lanes:	1.00	1.70	0.30	1.00	2.00	1.00	2.00	2.57	0.43	1.00	2.71	0.29
Final Sat.:	1750	3166	533	1750	3800	1750	3150	4820	779	1750	5070	529
Capacity Analysis Module:												
Vol/Sat:	0.08	0.09	0.09	0.10	0.09	0.13	0.10	0.16	0.16	0.07	0.22	0.22
Crit Moves:		****			****			****			****	
Green Time:	33.1	33.1	33.1	34.7	34.8	68.7	34.0	79.6	79.6	31.8	77.4	77.4
Volume/Cap:	0.48	0.54	0.54	0.54	0.48	0.36	0.54	0.39	0.39	0.39	0.54	0.54
Delay/Veh:	68.5	69.0	69.0	68.9	66.7	43.0	68.6	37.0	37.0	67.9	41.3	41.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.5	69.0	69.0	68.9	66.7	43.0	68.6	37.0	37.0	67.9	41.3	41.3
LOS by Move:	E	E	E	E	E	D	E	D	D	E	D	D
HCM2kAvgQ:	8	9	9	9	8	10	9	11	11	6	17	17

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

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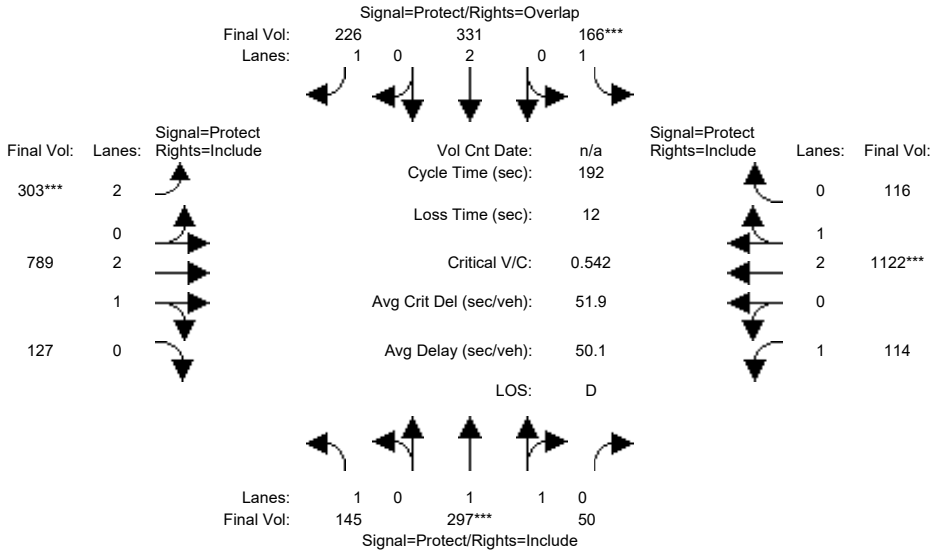
881 Castro Street
Mountain View, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background + Prj AM

Intersection #1004: Shoreline Blvd/Miramonte Ave and El Camino Real



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	145	297	50	172	331	226	303	786	127	114	1112	116
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	145	297	50	172	331	226	303	786	127	114	1112	116
Added Vol:	0	0	0	-6	0	0	0	3	0	0	10	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	145	297	50	166	331	226	303	789	127	114	1122	116
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	145	297	50	166	331	226	303	789	127	114	1122	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	297	50	166	331	226	303	789	127	114	1122	116
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	145	297	50	166	331	226	303	789	127	114	1122	116
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.83	0.99	0.95	0.92	0.99	0.95
Lanes:	1.00	1.70	0.30	1.00	2.00	1.00	2.00	2.57	0.43	1.00	2.71	0.29
Final Sat.:	1750	3166	533	1750	3800	1750	3150	4823	776	1750	5075	525
Capacity Analysis Module:												
Vol/Sat:	0.08	0.09	0.09	0.09	0.09	0.13	0.10	0.16	0.16	0.07	0.22	0.22
Crit Moves:		****			****			****			****	
Green Time:	32.6	33.2	33.2	33.6	34.2	68.3	34.1	80.4	80.4	32.0	78.3	78.3
Volume/Cap:	0.49	0.54	0.54	0.54	0.49	0.36	0.54	0.39	0.39	0.39	0.54	0.54
Delay/Veh:	68.9	68.9	68.9	69.7	67.1	43.2	68.5	36.5	36.5	67.7	40.8	40.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.9	68.9	68.9	69.7	67.1	43.2	68.5	36.5	36.5	67.7	40.8	40.8
LOS by Move:	E	E	E	E	E	D	E	D	D	E	D	D
HCM2kAvgQ:	8	9	9	9	8	10	9	11	11	6	17	17

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

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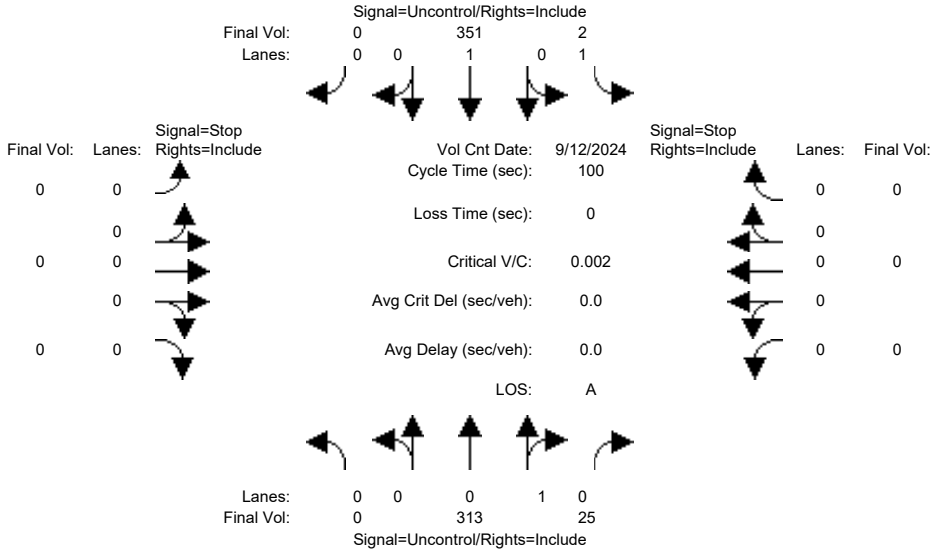
881 Castro Street
Mountain View, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #2: Castro St/Fairmont Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 12 Sep 2024 << 5:15-6:15												
Base Vol:	0	313	25	2	351	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	313	25	2	351	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	313	25	2	351	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	313	25	2	351	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	313	25	2	351	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	338	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	1232	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	1232	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #2 Castro St/Fairmont Ave

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0 0 1 0			1 0 1 0 0			0 0 0 0 0			0 0 0 0 0		
Initial Vol:	0	313	25	2	351	0	0	0	0	0	0	0
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		

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

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #2 Castro St/Fairmont Ave

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0 0 1 0			1 0 1 0 0			0 0 0 0 0			0 0 0 0 0		
Initial Vol:	0	313	25	2	351	0	0	0	0	0	0	0

Major Street Volume: 691
Minor Approach Volume: 0
Minor Approach Volume Threshold: 412

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

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

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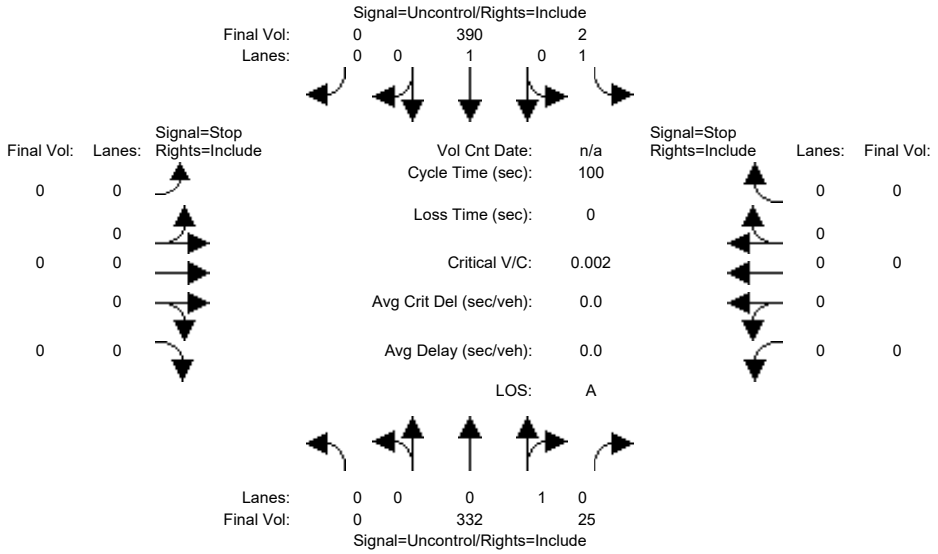
881 Castro Street
Mountain View, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #2: Castro St/Fairmont Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	332	25	2	390	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	332	25	2	390	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	332	25	2	390	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	332	25	2	390	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	332	25	2	390	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	357	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	1213	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	1213	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #2 Castro St/Fairmont Ave

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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```
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:      Uncontrolled    Uncontrolled     Stop Sign       Stop Sign
Lanes:       0  0  0  1  0   1  0  1  0  0   0  0  0  0  0   0  0  0  0  0
Initial Vol:    0  332   25    2  390    0    0    0    0    0    0    0
ApproachDel:    xxxxxx         xxxxxx         xxxxxx         xxxxxx
------------|---------------||---------------||---------------||---------------|
```

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

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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #2 Castro St/Fairmont Ave

****

Future Volume Alternative: Peak Hour Warrant NOT Met

```
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:      Uncontrolled    Uncontrolled     Stop Sign       Stop Sign
Lanes:       0  0  0  1  0   1  0  1  0  0   0  0  0  0  0   0  0  0  0  0
Initial Vol:    0  332   25    2  390    0    0    0    0    0    0    0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:          749
Minor Approach Volume:        0
Minor Approach Volume Threshold: 384
```

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

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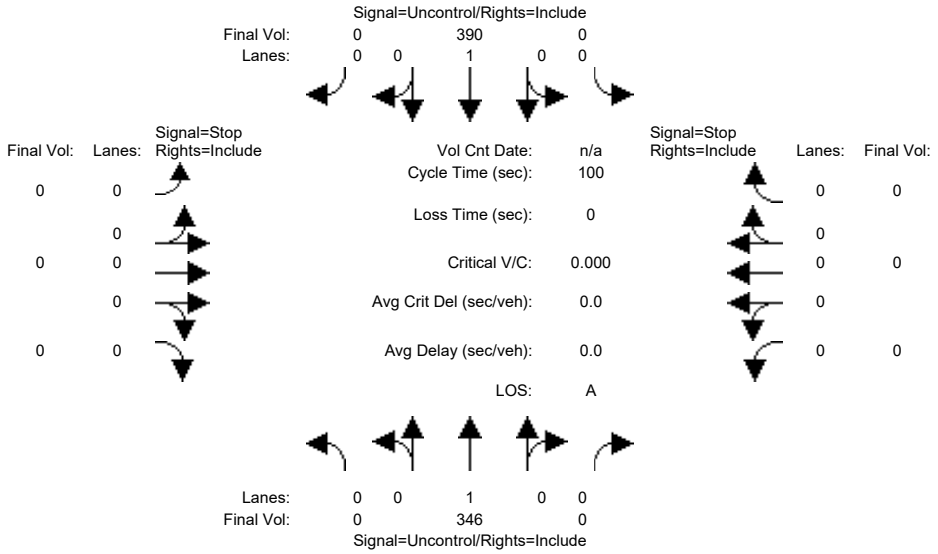
881 Castro Street
Mountain View, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background + Prj PM

Intersection #2: Castro St/Fairmont Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	332	25	2	390	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	332	25	2	390	0	0	0	0	0	0	0
Added Vol:	0	11	-1	0	-3	0	0	0	0	0	0	0
PasserByVol:	0	3	-24	-2	3	0	0	0	0	0	0	0
Initial Fut:	0	346	0	0	390	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	346	0	0	390	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	346	0	0	390	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #2 Castro St/Fairmont Ave

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Copyright (c) 2008 Dowling Associates, Inc.

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0 0 1 0			0 1 0 0 0			0 0 0 0 0			0 0 0 0 0		
Initial Vol:	0	346	0	0	390	0	0	0	0	0	0	0
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		

SIGNAL WARRANT DISCLAIMER
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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #2 Castro St/Fairmont Ave

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0 0 1 0			0 1 0 0 0			0 0 0 0 0			0 0 0 0 0		
Initial Vol:	0	346	0	0	390	0	0	0	0	0	0	0

Major Street Volume: 736
Minor Approach Volume: 0
Minor Approach Volume Threshold: 301

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

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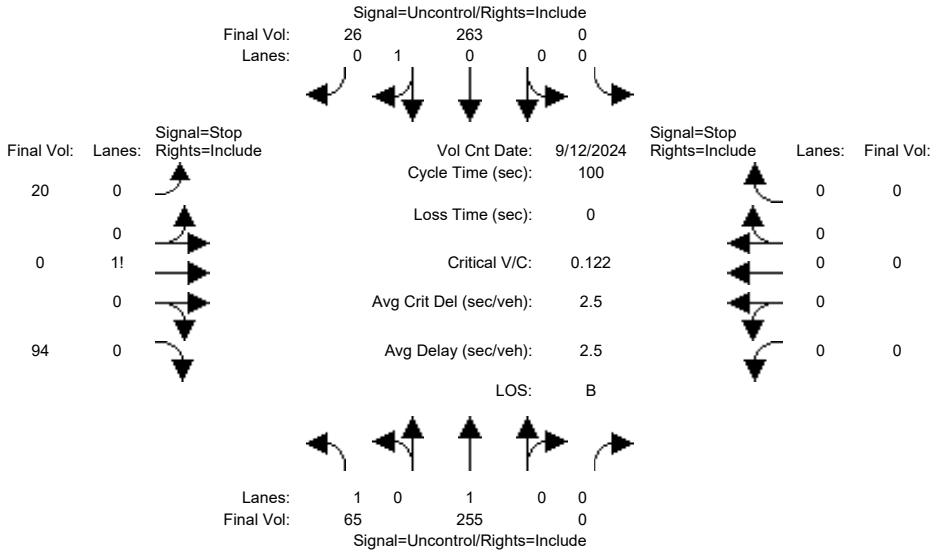
881 Castro Street
Mountain View, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3: Castro St/High School Way



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 12 Sep 2024 << 5:15-6:15												
Base Vol:	65	255	0	0	263	26	20	0	94	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	255	0	0	263	26	20	0	94	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	65	255	0	0	263	26	20	0	94	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	65	255	0	0	263	26	20	0	94	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	65	255	0	0	263	26	20	0	94	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	289	xxxx	xxxxx	xxxx	xxxx	xxxxx	661	661	276	xxxx	xxxx	xxxxx
Potent Cap.:	1284	xxxx	xxxxx	xxxx	xxxx	xxxxx	431	385	768	xxxx	xxxx	xxxxx
Move Cap.:	1284	xxxx	xxxxx	xxxx	xxxx	xxxxx	414	366	768	xxxx	xxxx	xxxxx
Volume/Cap:	0.05	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	0.00	0.12	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	668	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.6	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	11.5	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			11.5			xxxxxx		
ApproachLOS:	*			*			B			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #3 Castro St/High School Way

****

Future Volume Alternative: Peak Hour Warrant NOT Met

 Copyright (c) 2008 Dowling Associates, Inc.

```
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:      Uncontrolled    Uncontrolled     Stop Sign       Stop Sign
Lanes:       1  0  1  0  0   0  0  0  1  0   0  0  1! 0  0   0  0  0  0  0
Initial Vol:   65  255    0    0  263   26   20    0   94    0   0    0
ApproachDel:    xxxxxx          xxxxxx           11.5         xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.4]
  FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=114]
  SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=723]
  SUCCEED - Total volume greater than or equal to 650 for intersection
          with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
            Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #3 Castro St/High School Way
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:      Uncontrolled    Uncontrolled     Stop Sign       Stop Sign
Lanes:       1  0  1  0  0   0  0  0  1  0   0  0  1! 0  0   0  0  0  0  0
Initial Vol:   65  255    0    0  263   26   20    0   94    0   0    0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:           609
Minor Approach Volume:         114
Minor Approach Volume Threshold: 456
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```


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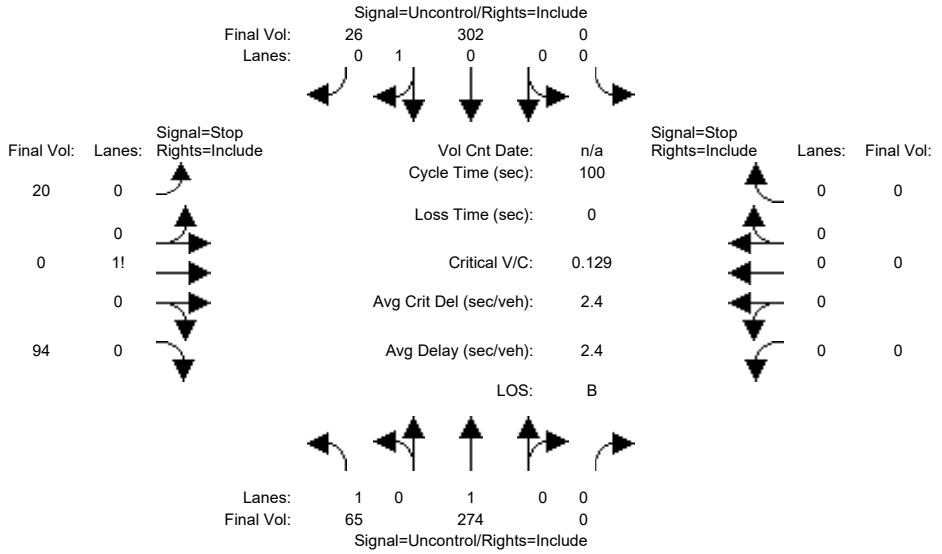
881 Castro Street
Mountain View, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3: Castro St/High School Way



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	65	274	0	0	302	26	20	0	94	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	274	0	0	302	26	20	0	94	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	65	274	0	0	302	26	20	0	94	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	65	274	0	0	302	26	20	0	94	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	65	274	0	0	302	26	20	0	94	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	328	xxxx	xxxxx	xxxx	xxxx	xxxxx	719	719	315	xxxx	xxxx	xxxxx
Potent Cap.:	1243	xxxx	xxxxx	xxxx	xxxx	xxxxx	398	357	730	xxxx	xxxx	xxxxx
Move Cap.:	1243	xxxx	xxxxx	xxxx	xxxx	xxxxx	382	338	730	xxxx	xxxx	xxxxx
Volume/Cap:	0.05	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	0.00	0.13	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	630	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.7	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	12.0	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			12.0			xxxxxx		
ApproachLOS:	*			*			B			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #3 Castro St/High School Way

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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```
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:      Uncontrolled    Uncontrolled     Stop Sign       Stop Sign
Lanes:       1  0  1  0  0   0  0  0  1  0   0  0  1! 0  0   0  0  0  0  0
Initial Vol:   65  274    0    0  302   26   20    0   94    0   0    0
ApproachDel:    xxxxxx          xxxxxx           12.0         xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.4]
  FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=114]
  SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=781]
  SUCCEED - Total volume greater than or equal to 650 for intersection
          with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
            Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #3 Castro St/High School Way
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:      Uncontrolled    Uncontrolled     Stop Sign       Stop Sign
Lanes:       1  0  1  0  0   0  0  0  1  0   0  0  1! 0  0   0  0  0  0  0
Initial Vol:   65  274    0    0  302   26   20    0   94    0   0    0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:           667
Minor Approach Volume:         114
Minor Approach Volume Threshold: 424
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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

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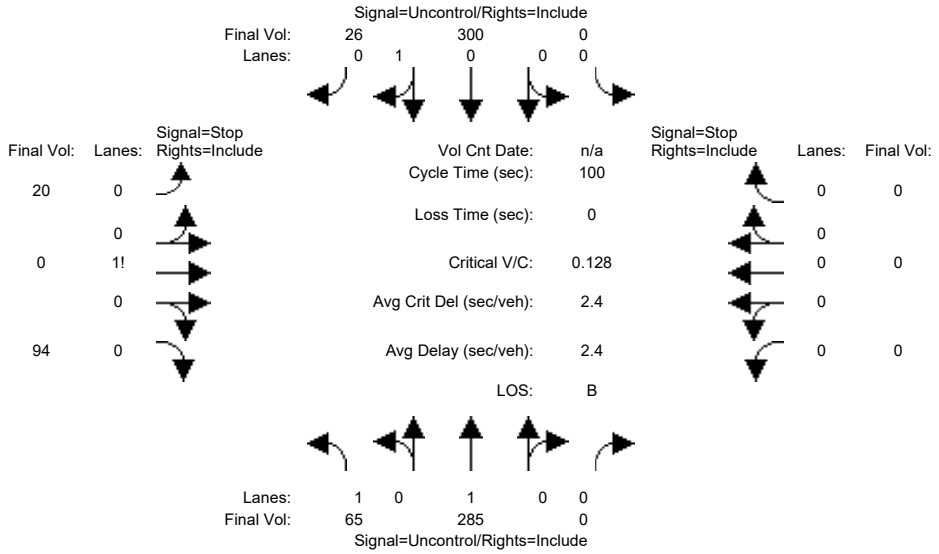
881 Castro Street
Mountain View, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background + Prj PM

Intersection #3: Castro St/High School Way



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	65	274	0	0	302	26	20	0	94	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	274	0	0	302	26	20	0	94	0	0	0
Added Vol:	0	8	0	0	-3	0	0	0	0	0	0	0
PasserByVol:	0	3	0	0	1	0	0	0	0	0	0	0
Initial Fut:	65	285	0	0	300	26	20	0	94	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	65	285	0	0	300	26	20	0	94	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	65	285	0	0	300	26	20	0	94	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	326	xxxx	xxxxx	xxxx	xxxx	xxxxx	728	728	313	xxxx	xxxx	xxxxx
Potent Cap.:	1245	xxxx	xxxxx	xxxx	xxxx	xxxxx	393	353	732	xxxx	xxxx	xxxxx
Move Cap.:	1245	xxxx	xxxxx	xxxx	xxxx	xxxxx	378	334	732	xxxx	xxxx	xxxxx
Volume/Cap:	0.05	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	0.00	0.13	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	629	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.7	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	12.0	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			12.0			xxxxxx		
ApproachLOS:	*			*			B			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #3 Castro St/High School Way

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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```
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:      Uncontrolled    Uncontrolled     Stop Sign       Stop Sign
Lanes:       1  0  1  0  0   0  0  0  1  0   0  0  1! 0  0   0  0  0  0  0
Initial Vol:   65  285    0    0  300   26   20    0   94    0   0    0
ApproachDel:    xxxxxx          xxxxxx           12.0         xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.4]
  FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=114]
  SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=790]
  SUCCEED - Total volume greater than or equal to 650 for intersection
          with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
            Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #3 Castro St/High School Way
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:      Uncontrolled    Uncontrolled     Stop Sign       Stop Sign
Lanes:       1  0  1  0  0   0  0  0  1  0   0  0  1! 0  0   0  0  0  0  0
Initial Vol:   65  285    0    0  300   26   20    0   94    0   0    0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:           676
Minor Approach Volume:         114
Minor Approach Volume Threshold: 420
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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

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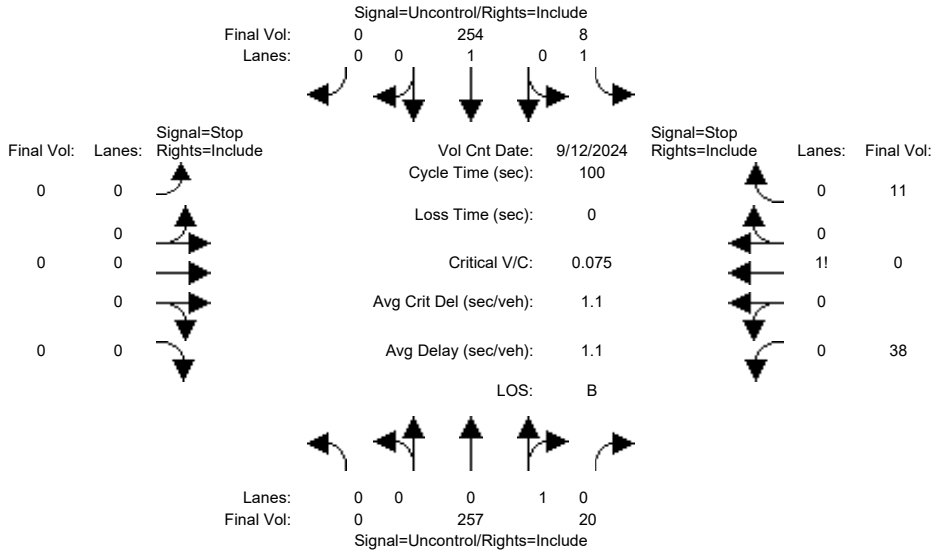
881 Castro Street
Mountain View, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #4: Castro St/Yosemite Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 12 Sep 2024 << 5:15-6:15												
Base Vol:	0	257	20	8	254	0	0	0	0	38	0	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	257	20	8	254	0	0	0	0	38	0	11
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	257	20	8	254	0	0	0	0	38	0	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	257	20	8	254	0	0	0	0	38	0	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	257	20	8	254	0	0	0	0	38	0	11
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	277	xxxx	xxxxx	xxxx	xxxx	xxxxx	537	537	267
Potent Cap.:	xxxx	xxxx	xxxxx	1298	xxxx	xxxxx	xxxx	xxxx	xxxxx	508	453	777
Move Cap.:	xxxx	xxxx	xxxxx	1298	xxxx	xxxxx	xxxx	xxxx	xxxxx	506	450	777
Volume/Cap:	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.08	0.00	0.01
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	549	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	12.2	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			12.2		
ApproachLOS:	*			*			*			B		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #4 Castro St/Yosemite Ave

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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```
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:      Uncontrolled    Uncontrolled     Stop Sign       Stop Sign
Lanes:       0  0  0  1  0   1  0  1  0  0   0  0  0  0  0   0  0  1! 0  0
Initial Vol:    0  257   20    8  254    0    0   0    0   38   0   11
ApproachDel:    xxxxxx         xxxxxx         xxxxxx          12.2
------------|---------------||---------------||---------------||---------------|
Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
  FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=49]
  FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=588]
  FAIL - Total volume less than 650 for intersection
       with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
           Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #4 Castro St/Yosemite Ave
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:      Uncontrolled    Uncontrolled     Stop Sign       Stop Sign
Lanes:       0  0  0  1  0   1  0  1  0  0   0  0  0  0  0   0  0  1! 0  0
Initial Vol:    0  257   20    8  254    0    0   0    0   38   0   11
------------|---------------||---------------||---------------||---------------|
Major Street Volume:           539
Minor Approach Volume:          49
Minor Approach Volume Threshold: 498
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```

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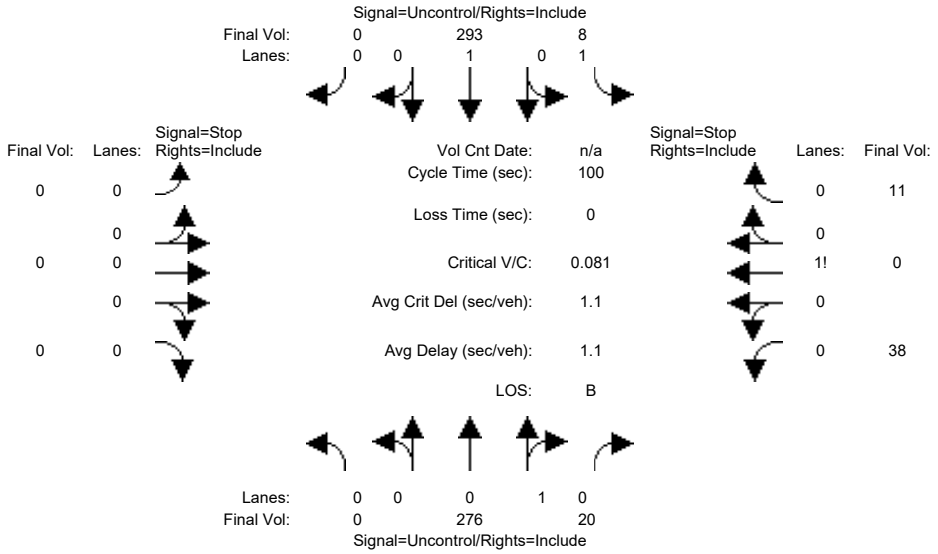
Mountain View, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #4: Castro St/Yosemite Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	276	20	8	293	0	0	0	0	38	0	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	276	20	8	293	0	0	0	0	38	0	11
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	276	20	8	293	0	0	0	0	38	0	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	276	20	8	293	0	0	0	0	38	0	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	276	20	8	293	0	0	0	0	38	0	11
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	296	xxxx	xxxxx	xxxx	xxxx	xxxxx	595	595	286
Potent Cap.:	xxxx	xxxx	xxxxx	1277	xxxx	xxxxx	xxxx	xxxx	xxxxx	470	420	758
Move Cap.:	xxxx	xxxx	xxxxx	1277	xxxx	xxxxx	xxxx	xxxx	xxxxx	468	417	758
Volume/Cap:	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.08	0.00	0.01
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	512	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	12.8	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			12.8		
ApproachLOS:	*			*			*			B		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #4 Castro St/Yosemite Ave

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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```
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:      Uncontrolled    Uncontrolled     Stop Sign       Stop Sign
Lanes:       0  0  0  1  0   1  0  1  0  0   0  0  0  0  0   0  0  1! 0  0
Initial Vol:    0  276   20    8  293    0    0    0    0   38    0   11
ApproachDel:    xxxxxx         xxxxxx         xxxxxx          12.8
------------|---------------||---------------||---------------||---------------|
Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
  FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=49]
  FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=646]
  FAIL - Total volume less than 650 for intersection
       with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
           Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #4 Castro St/Yosemite Ave
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:      Uncontrolled    Uncontrolled     Stop Sign       Stop Sign
Lanes:       0  0  0  1  0   1  0  1  0  0   0  0  0  0  0   0  0  1! 0  0
Initial Vol:    0  276   20    8  293    0    0    0    0   38    0   11
------------|---------------||---------------||---------------||---------------|
Major Street Volume:           597
Minor Approach Volume:          49
Minor Approach Volume Threshold: 463
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```

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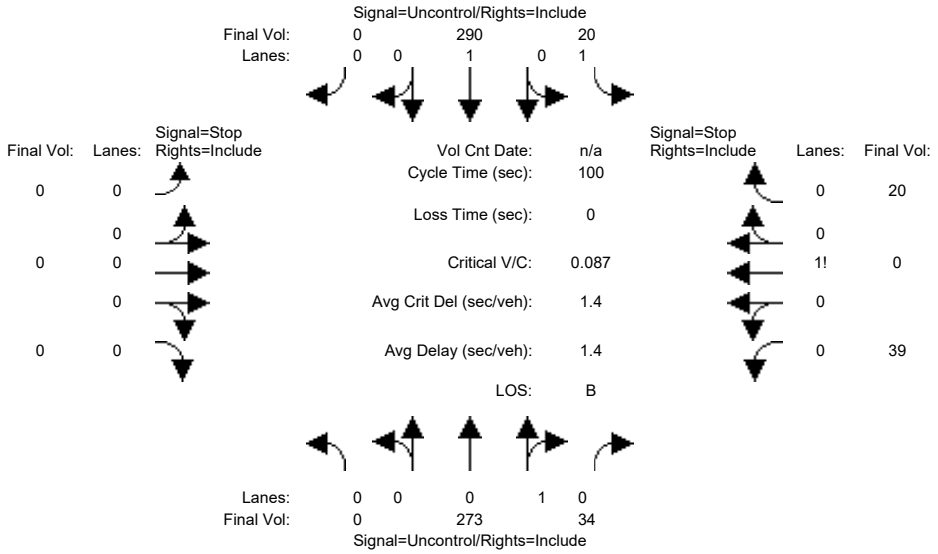
881 Castro Street
Mountain View, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background + Prj PM

Intersection #4: Castro St/Yosemite Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	276	20	8	293	0	0	0	0	38	0	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	276	20	8	293	0	0	0	0	38	0	11
Added Vol:	0	-2	10	9	0	0	0	0	0	-3	0	7
PasserByVol:	0	-1	4	3	-3	0	0	0	0	4	0	2
Initial Fut:	0	273	34	20	290	0	0	0	0	39	0	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	273	34	20	290	0	0	0	0	39	0	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	273	34	20	290	0	0	0	0	39	0	20
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	307	xxxx	xxxxx	xxxx	xxxx	xxxxx	620	620	290
Potent Cap.:	xxxx	xxxx	xxxxx	1265	xxxx	xxxxx	xxxx	xxxx	xxxxx	455	407	754
Move Cap.:	xxxx	xxxx	xxxxx	1265	xxxx	xxxxx	xxxx	xxxx	xxxxx	449	400	754
Volume/Cap:	xxxx	xxxx	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.09	0.00	0.03

Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	521	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.4	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	12.8	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			12.8		
ApproachLOS:	*			*			*			B		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #4 Castro St/Yosemite Ave

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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```
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:      Uncontrolled    Uncontrolled     Stop Sign       Stop Sign
Lanes:       0  0  0  1  0   1  0  1  0  0   0  0  0  0  0   0  0  1! 0  0
Initial Vol:    0  273   34   20  290    0    0   0    0   39   0   20
ApproachDel:    xxxxxx         xxxxxx         xxxxxx          12.8
------------|---------------||---------------||---------------||---------------|
Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
  FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=59]
  FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=676]
  SUCCEED - Total volume greater than or equal to 650 for intersection
          with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
            Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #4 Castro St/Yosemite Ave
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:      Uncontrolled    Uncontrolled     Stop Sign       Stop Sign
Lanes:       0  0  0  1  0   1  0  1  0  0   0  0  0  0  0   0  0  1! 0  0
Initial Vol:    0  273   34   20  290    0    0   0    0   39   0   20
------------|---------------||---------------||---------------||---------------|
Major Street Volume:           617
Minor Approach Volume:          59
Minor Approach Volume Threshold: 451
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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

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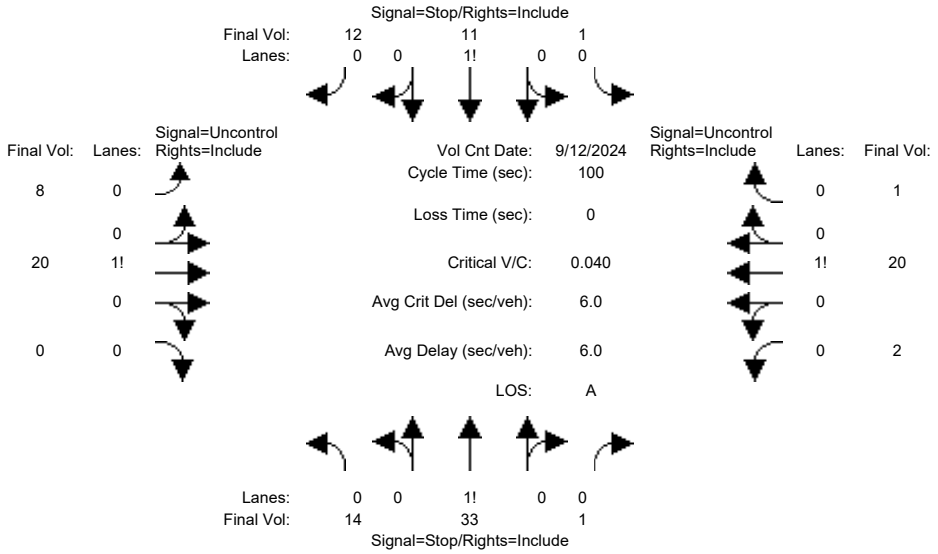
881 Castro Street
Mountain View, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #5: Hope St/Yosemite Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 12 Sep 2024 << 5:15-6:15												
Base Vol:	14	33	1	1	11	12	8	20	0	2	20	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	33	1	1	11	12	8	20	0	2	20	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	33	1	1	11	12	8	20	0	2	20	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	33	1	1	11	12	8	20	0	2	20	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	14	33	1	1	11	12	8	20	0	2	20	1
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	72	61	20	78	61	21	21	xxxx	xxxxx	20	xxxx	xxxxx
Potent Cap.:	924	834	1064	916	834	1063	1608	xxxx	xxxxx	1609	xxxx	xxxxx
Move Cap.:	900	829	1064	884	829	1063	1608	xxxx	xxxxx	1609	xxxx	xxxxx
Volume/Cap:	0.02	0.04	0.00	0.00	0.01	0.01	0.00	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx	7.2	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	852	xxxxx	xxxx	934	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.2	xxxxx	xxxxx	0.1	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	9.5	xxxxx	xxxxx	9.0	xxxxx	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	A	*	*	A	*	A	*	*	*	*	*
ApproachDel:	9.5			9.0			xxxxxx			xxxxxx		
ApproachLOS:	A			A			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #5 Hope St/Yosemite Ave

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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```
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Stop Sign       Stop Sign      Uncontrolled    Uncontrolled
Lanes:       0  0  1! 0  0   0  0  1! 0  0   0  1  0  0  0   0  0  1! 0  0
Initial Vol:   14   33    1    1   11   12    8   20    0    2   20    1
ApproachDel:      9.5            9.0          xxxxxx          xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
  FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=48]
  FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=123]
  FAIL - Total volume less than 650 for intersection
       with less than four approaches.
--------------------------------------------------------------------------------
Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
  FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=24]
  FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=123]
  FAIL - Total volume less than 650 for intersection
       with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
             Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #5 Hope St/Yosemite Ave
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Stop Sign       Stop Sign      Uncontrolled    Uncontrolled
Lanes:       0  0  1! 0  0   0  0  1! 0  0   0  1  0  0  0   0  0  1! 0  0
Initial Vol:   14   33    1    1   11   12    8   20    0    2   20    1
------------|---------------||---------------||---------------||---------------|
Major Street Volume:           51
Minor Approach Volume:         48
Minor Approach Volume Threshold: 1013
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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


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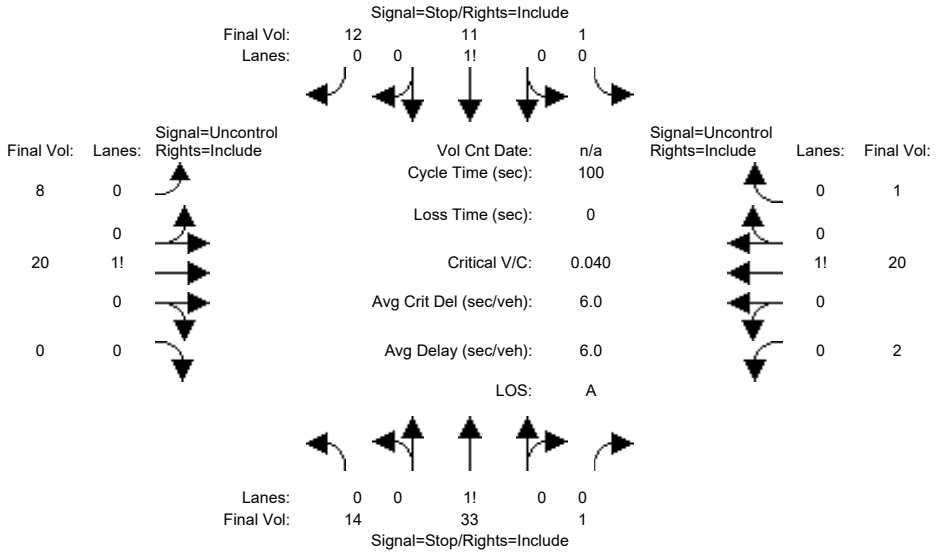
881 Castro Street
Mountain View, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #5: Hope St/Yosemite Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	14	33	1	1	11	12	8	20	0	2	20	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	33	1	1	11	12	8	20	0	2	20	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	33	1	1	11	12	8	20	0	2	20	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	33	1	1	11	12	8	20	0	2	20	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	14	33	1	1	11	12	8	20	0	2	20	1
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	72	61	20	78	61	21	21	xxxx	xxxxx	20	xxxx	xxxxx
Potent Cap.:	924	834	1064	916	834	1063	1608	xxxx	xxxxx	1609	xxxx	xxxxx
Move Cap.:	900	829	1064	884	829	1063	1608	xxxx	xxxxx	1609	xxxx	xxxxx
Volume/Cap:	0.02	0.04	0.00	0.00	0.01	0.01	0.00	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx	7.2	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	852	xxxxx	xxxx	934	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.2	xxxxx	xxxxx	0.1	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	9.5	xxxxx	xxxxx	9.0	xxxxx	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	A	*	*	A	*	A	*	*	*	*	*
ApproachDel:	9.5			9.0			xxxxxx			xxxxxx		
ApproachLOS:	A			A			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #5 Hope St/Yosemite Ave

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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```
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Stop Sign       Stop Sign      Uncontrolled    Uncontrolled
Lanes:       0  0  1! 0  0   0  0  1! 0  0   0  1  0  0  0   0  0  1! 0  0
Initial Vol:   14   33    1    1   11   12    8   20    0    2   20    1
ApproachDel:      9.5            9.0          xxxxxx          xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
  FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=48]
  FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=123]
  FAIL - Total volume less than 650 for intersection
       with less than four approaches.
--------------------------------------------------------------------------------
Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
  FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=24]
  FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=123]
  FAIL - Total volume less than 650 for intersection
       with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
             Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #5 Hope St/Yosemite Ave
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Stop Sign       Stop Sign      Uncontrolled    Uncontrolled
Lanes:       0  0  1! 0  0   0  0  1! 0  0   0  1  0  0  0   0  0  1! 0  0
Initial Vol:   14   33    1    1   11   12    8   20    0    2   20    1
------------|---------------||---------------||---------------||---------------|
Major Street Volume:           51
Minor Approach Volume:         48
Minor Approach Volume Threshold: 1013
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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


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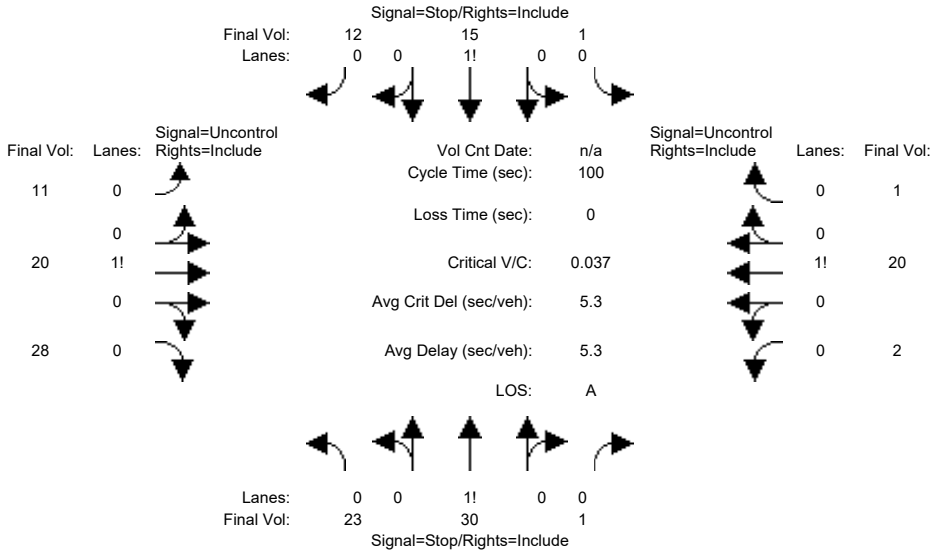
881 Castro Street
Mountain View, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background + Prj PM

Intersection #5: Hope St/Yosemite Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	14	33	1	1	11	12	8	20	0	2	20	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	33	1	1	11	12	8	20	0	2	20	1
Added Vol:	7	3	0	0	4	0	-3	0	21	0	0	0
PasserByVol:	2	-6	0	0	0	0	6	0	7	0	0	0
Initial Fut:	23	30	1	1	15	12	11	20	28	2	20	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	30	1	1	15	12	11	20	28	2	20	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	23	30	1	1	15	12	11	20	28	2	20	1
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	94	81	34	96	95	21	21	xxxx	xxxxx	48	xxxx	xxxxx
Potent Cap.:	894	813	1045	891	799	1063	1608	xxxx	xxxxx	1572	xxxx	xxxxx
Move Cap.:	866	806	1045	860	793	1063	1608	xxxx	xxxxx	1572	xxxx	xxxxx
Volume/Cap:	0.03	0.04	0.00	0.00	0.02	0.01	0.01	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx	7.3	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	834	xxxxx	xxxx	893	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.2	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	9.6	xxxxx	xxxxx	9.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	A	*	*	A	*	*	*	*	*	*	*
ApproachDel:		9.6			9.2		xxxxxx			xxxxxx		
ApproachLOS:		A			A		*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #5 Hope St/Yosemite Ave

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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```
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Stop Sign       Stop Sign      Uncontrolled    Uncontrolled
Lanes:       0  0  1! 0  0    0  0  1! 0  0    0  0  1! 0  0    0  0  1! 0  0
Initial Vol:   23   30    1    1   15   12    11   20   28     2   20    1
ApproachDel:      9.6            9.2          xxxxxx          xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
  FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=54]
  FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=164]
  FAIL - Total volume less than 650 for intersection
       with less than four approaches.
--------------------------------------------------------------------------------
Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
  FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=28]
  FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=164]
  FAIL - Total volume less than 650 for intersection
       with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
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"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
             Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #5 Hope St/Yosemite Ave
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Stop Sign       Stop Sign      Uncontrolled    Uncontrolled
Lanes:       0  0  1! 0  0    0  0  1! 0  0    0  0  1! 0  0    0  0  1! 0  0
Initial Vol:   23   30    1    1   15   12    11   20   28     2   20    1
------------|---------------||---------------||---------------||---------------|
Major Street Volume:           82
Minor Approach Volume:         54
Minor Approach Volume Threshold: 886
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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


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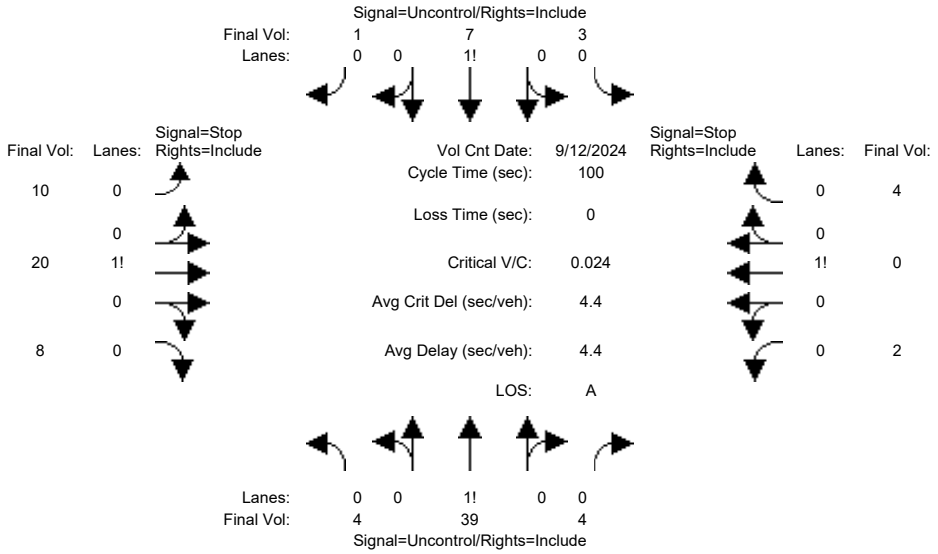
881 Castro Street
Mountain View, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #6: Hope St/Fairmont Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 12 Sep 2024 << 5:45-6:45												
Base Vol:	4	39	4	3	7	1	10	20	8	2	0	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	39	4	3	7	1	10	20	8	2	0	4
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	39	4	3	7	1	10	20	8	2	0	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	39	4	3	7	1	10	20	8	2	0	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	4	39	4	3	7	1	10	20	8	2	0	4
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	8	xxxx	xxxxx	43	xxxx	xxxxx	65	65	8	77	63	41
Potent Cap.:	1625	xxxx	xxxxx	1579	xxxx	xxxxx	934	830	1081	918	832	1036
Move Cap.:	1625	xxxx	xxxxx	1579	xxxx	xxxxx	928	826	1081	891	828	1036
Volume/Cap:	0.00	xxxx	xxxx	0.00	xxxx	xxxx	0.01	0.02	0.01	0.00	0.00	0.00
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.2	xxxx	xxxxx	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	897	xxxxx	xxxx	983	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	0.0	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.2	xxxxx	xxxxx	8.7	xxxxx
Shared LOS:	*	*	*	*	*	*	*	A	*	*	A	*
ApproachDel:	xxxxxx			xxxxxx			9.2			8.7		
ApproachLOS:	*			*			A			A		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #6 Hope St/Fairmont Ave

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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```
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:      Uncontrolled    Uncontrolled     Stop Sign       Stop Sign
Lanes:       0  0  1! 0  0   0  0  1! 0  0   0  0  1! 0  0   0  0  1! 0  0
Initial Vol:    4   39    4    3    7    1   10   20    8    2    0    4
ApproachDel:    xxxxxx          xxxxxx           9.2            8.7
------------|---------------||---------------||---------------||---------------|
Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
  FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=38]
  FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=102]
  FAIL - Total volume less than 650 for intersection
       with less than four approaches.
--------------------------------------------------------------------------------
Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
  FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=6]
  FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=102]
  FAIL - Total volume less than 650 for intersection
       with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
             Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #6 Hope St/Fairmont Ave
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:      Uncontrolled    Uncontrolled     Stop Sign       Stop Sign
Lanes:       0  0  1! 0  0   0  0  1! 0  0   0  0  1! 0  0   0  0  1! 0  0
Initial Vol:    4   39    4    3    7    1   10   20    8    2    0    4
------------|---------------||---------------||---------------||---------------|
Major Street Volume:          58
Minor Approach Volume:        38
Minor Approach Volume Threshold: 979
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```

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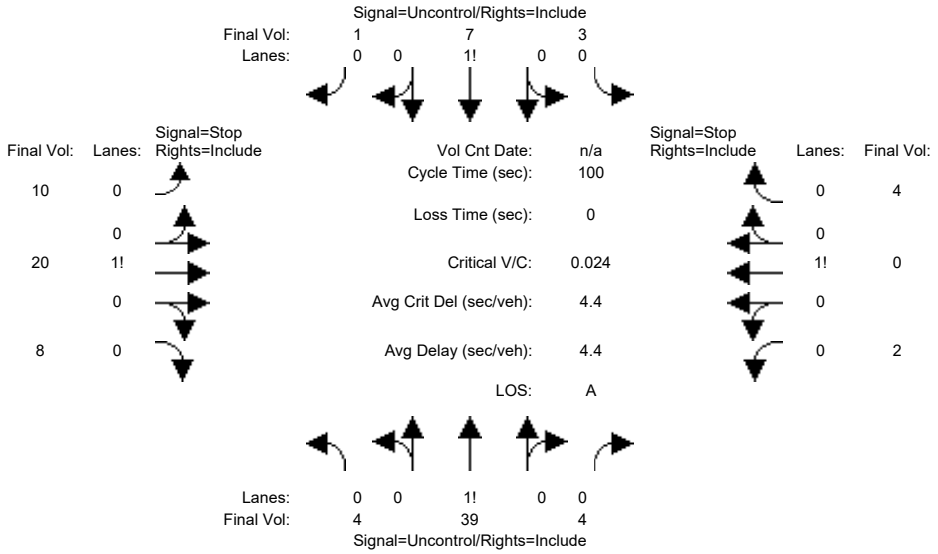
881 Castro Street
Mountain View, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #6: Hope St/Fairmont Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	4	39	4	3	7	1	10	20	8	2	0	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	39	4	3	7	1	10	20	8	2	0	4
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	39	4	3	7	1	10	20	8	2	0	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	39	4	3	7	1	10	20	8	2	0	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	4	39	4	3	7	1	10	20	8	2	0	4
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	8	xxxx	xxxxx	43	xxxx	xxxxx	65	65	8	77	63	41
Potent Cap.:	1625	xxxx	xxxxx	1579	xxxx	xxxxx	934	830	1081	918	832	1036
Move Cap.:	1625	xxxx	xxxxx	1579	xxxx	xxxxx	928	826	1081	891	828	1036
Volume/Cap:	0.00	xxxx	xxxx	0.00	xxxx	xxxx	0.01	0.02	0.01	0.00	0.00	0.00

Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.2	xxxx	xxxxx	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	897	xxxxx	xxxx	983	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	0.0	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.2	xxxxx	xxxxx	8.7	xxxxx
Shared LOS:	*	*	*	*	*	*	*	A	*	*	A	*
ApproachDel:	xxxxxx			xxxxxx			9.2			8.7		
ApproachLOS:	*			*			A			A		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #6 Hope St/Fairmont Ave

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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```
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:      Uncontrolled    Uncontrolled     Stop Sign       Stop Sign
Lanes:       0  0  1! 0  0   0  0  1! 0  0   0  0  1! 0  0   0  0  1! 0  0
Initial Vol:    4   39    4    3    7    1   10   20    8    2    0    4
ApproachDel:    xxxxxx          xxxxxx           9.2            8.7
------------|---------------||---------------||---------------||---------------|
Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
  FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=38]
  FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=102]
  FAIL - Total volume less than 650 for intersection
       with less than four approaches.
--------------------------------------------------------------------------------
Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
  FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=6]
  FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=102]
  FAIL - Total volume less than 650 for intersection
       with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
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"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
             Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #6 Hope St/Fairmont Ave
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:      Uncontrolled    Uncontrolled     Stop Sign       Stop Sign
Lanes:       0  0  1! 0  0   0  0  1! 0  0   0  0  1! 0  0   0  0  1! 0  0
Initial Vol:    4   39    4    3    7    1   10   20    8    2    0    4
------------|---------------||---------------||---------------||---------------|
Major Street Volume:          58
Minor Approach Volume:        38
Minor Approach Volume Threshold: 979
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```


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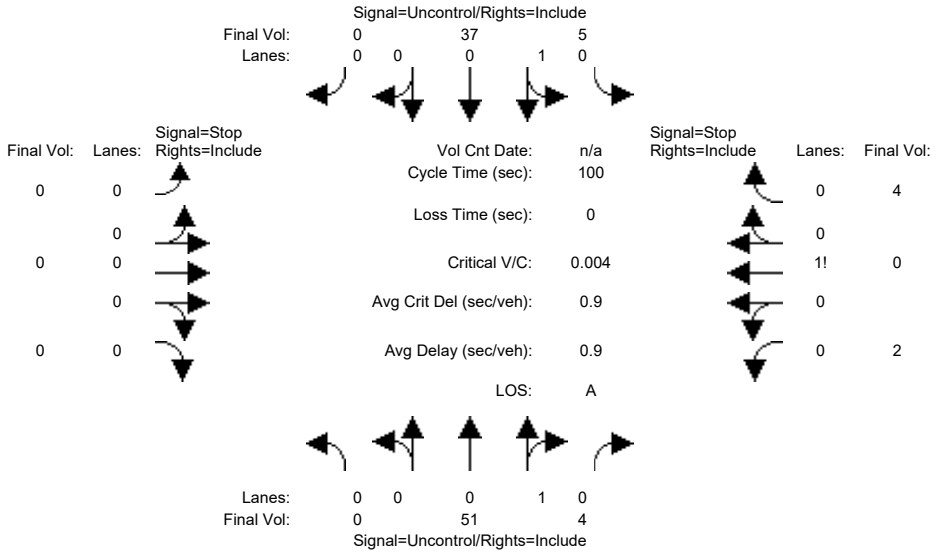
881 Castro Street
Mountain View, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background + Prj PM

Intersection #6: Hope St/Fairmont Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	4	39	4	3	7	1	10	20	8	2	0	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	39	4	3	7	1	10	20	8	2	0	4
Added Vol:	-4	10	0	0	25	-1	-1	0	-4	0	0	0
PasserByVol:	0	2	0	2	5	0	-10	-20	-4	0	0	0
Initial Fut:	0	51	4	5	37	0	-1	0	0	2	0	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	51	4	5	37	0	0	0	0	2	0	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	51	4	5	37	0	0	0	0	2	0	4
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	55	xxxx	xxxxx	102	102	37	100	100	53
Potent Cap.:	xxxx	xxxx	xxxxx	1563	xxxx	xxxxx	884	792	1041	904	794	1020
Move Cap.:	xxxx	xxxx	xxxxx	1563	xxxx	xxxxx	878	789	1041	901	791	1020
Volume/Cap:	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	0.00	0.00	0.00	0.00	0.00	0.00
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	977	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.0	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	8.7	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	A	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			8.7		
ApproachLOS:	*			*			*			A		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #6 Hope St/Fairmont Ave

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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```
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:      Uncontrolled    Uncontrolled     Stop Sign       Stop Sign
Lanes:       0  0  0  1  0   0  1  0  0  0   0  0  1! 0  0   0  0  1! 0  0
Initial Vol:    0   51    4    5   37    0   -1    0    0    2    0    4
ApproachDel:    xxxxxx          xxxxxx          xxxxxx           8.7
------------|---------------||---------------||---------------||---------------|
Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]
  SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=-1]
  FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=102]
  FAIL - Total volume less than 650 for intersection
       with less than four approaches.
--------------------------------------------------------------------------------
Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
  FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=6]
  FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=102]
  FAIL - Total volume less than 650 for intersection
       with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
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"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
             Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #6 Hope St/Fairmont Ave
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:      Uncontrolled    Uncontrolled     Stop Sign       Stop Sign
Lanes:       0  0  0  1  0   0  1  0  0  0   0  0  1! 0  0   0  0  1! 0  0
Initial Vol:    0   51    4    5   37    0   -1    0    0    2    0    4
------------|---------------||---------------||---------------||---------------|
Major Street Volume:          97
Minor Approach Volume:         6
Minor Approach Volume Threshold: 842
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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

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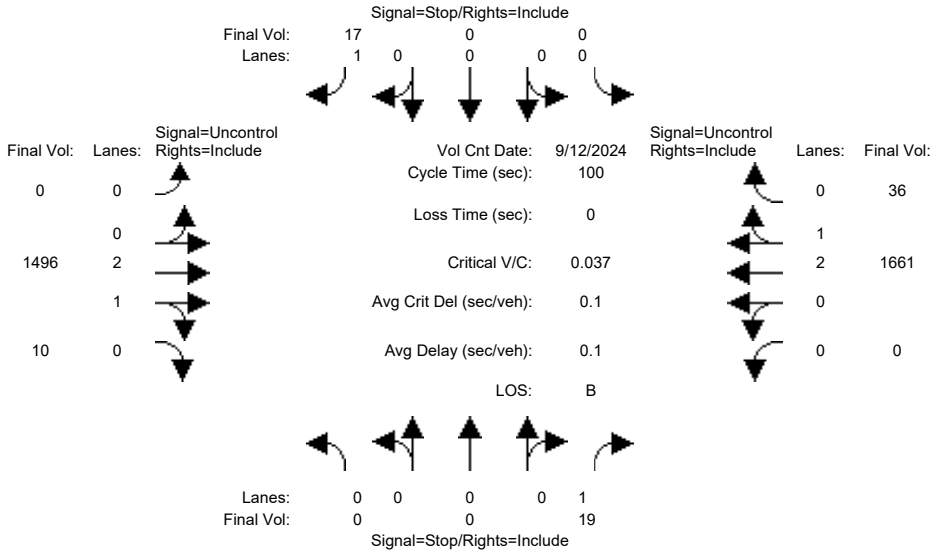
881 Castro Street
Mountain View, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #7: Hope St/El Camino Real



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 12 Sep 2024 << 5:30-6:30												
Base Vol:	0	0	19	0	0	17	0	1496	10	0	1661	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	19	0	0	17	0	1496	10	0	1661	36
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	19	0	0	17	0	1496	10	0	1661	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	19	0	0	17	0	1496	10	0	1661	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	19	0	0	17	0	1496	10	0	1661	36
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.9	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	504	xxxx	xxxx	572	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	519	xxxx	xxxx	469	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	519	xxxx	xxxx	469	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.04	xxxx	xxxx	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.1	xxxx	xxxx	0.1	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	12.2	xxxxx	xxxx	13.0	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	B	*	*	B	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	12.2			13.0			xxxxxx			xxxxxx		
ApproachLOS:	B			B			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #7 Hope St/El Camino Real

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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```
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Stop Sign       Stop Sign      Uncontrolled    Uncontrolled
Lanes:       0  0  0  0  1   0  0  0  0  1   0  0  2  1  0   0  0  2  1  0
Initial Vol:    0    0   19    0    0   17    0 1496   10    0 1661   36
ApproachDel:     12.2           13.0         xxxxxx          xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
  FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=19]
  FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=3239]
  SUCCEED - Total volume greater than or equal to 800 for intersection
          with four or more approaches.
--------------------------------------------------------------------------------
Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
  FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=17]
  FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=3239]
  SUCCEED - Total volume greater than or equal to 800 for intersection
          with four or more approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
             Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #7 Hope St/El Camino Real
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Stop Sign       Stop Sign      Uncontrolled    Uncontrolled
Lanes:       0  0  0  0  1   0  0  0  0  1   0  0  2  1  0   0  0  2  1  0
Initial Vol:    0    0   19    0    0   17    0 1496   10    0 1661   36
------------|---------------||---------------||---------------||---------------|
Major Street Volume:           3203
Minor Approach Volume:          19
Minor Approach Volume Threshold: -116 [less than minimum of 100]
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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

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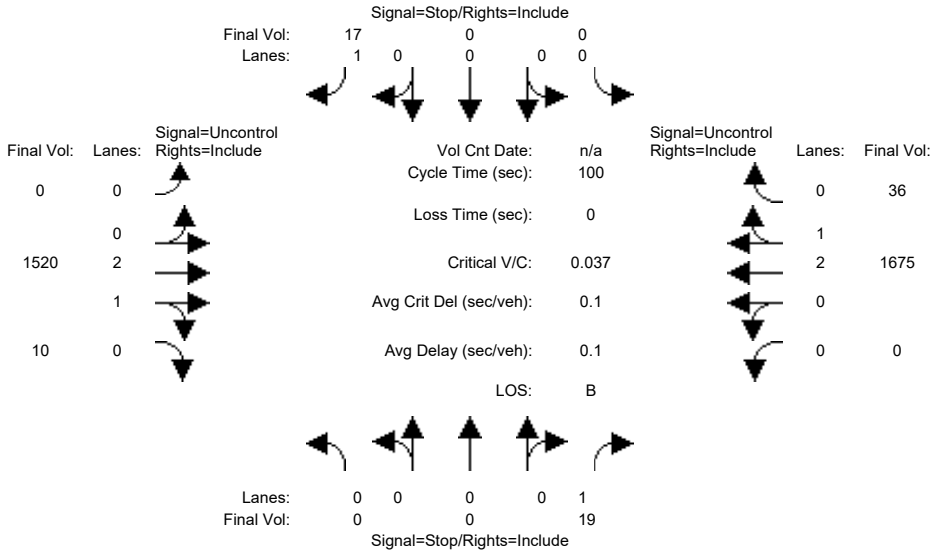
881 Castro Street
Mountain View, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #7: Hope St/El Camino Real



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	19	0	0	17	0	1520	10	0	1675	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	19	0	0	17	0	1520	10	0	1675	36
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	19	0	0	17	0	1520	10	0	1675	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	19	0	0	17	0	1520	10	0	1675	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	19	0	0	17	0	1520	10	0	1675	36
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.9	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	512	xxxx	xxxx	576	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	513	xxxx	xxxx	465	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	513	xxxx	xxxx	465	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.04	xxxx	xxxx	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.1	xxxx	xxxx	0.1	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	12.3	xxxxx	xxxx	13.0	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	B	*	*	B	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	12.3			13.0			xxxxxx			xxxxxx		
ApproachLOS:	B			B			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #7 Hope St/El Camino Real

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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```
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Stop Sign       Stop Sign      Uncontrolled    Uncontrolled
Lanes:       0  0  0  0  1   0  0  0  0  1   0  0  2  1  0   0  0  2  1  0
Initial Vol:    0    0   19    0    0   17    0 1520   10    0 1675   36
ApproachDel:     12.3           13.0         xxxxxx          xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
  FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=19]
  FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=3277]
  SUCCEED - Total volume greater than or equal to 800 for intersection
          with four or more approaches.
--------------------------------------------------------------------------------
Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
  FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=17]
  FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=3277]
  SUCCEED - Total volume greater than or equal to 800 for intersection
          with four or more approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
             Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #7 Hope St/El Camino Real
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Stop Sign       Stop Sign      Uncontrolled    Uncontrolled
Lanes:       0  0  0  0  1   0  0  0  0  1   0  0  2  1  0   0  0  2  1  0
Initial Vol:    0    0   19    0    0   17    0 1520   10    0 1675   36
------------|---------------||---------------||---------------||---------------|
Major Street Volume:           3241
Minor Approach Volume:          19
Minor Approach Volume Threshold: -120 [less than minimum of 100]
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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

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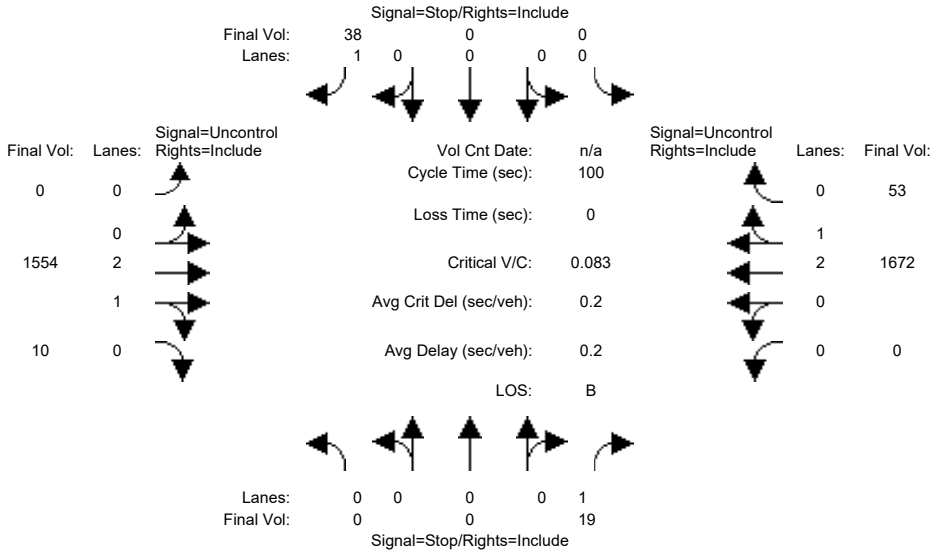
881 Castro Street
Mountain View, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background + Prj PM

Intersection #7: Hope St/El Camino Real



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	19	0	0	17	0	1520	10	0	1675	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	19	0	0	17	0	1520	10	0	1675	36
Added Vol:	0	0	0	0	0	18	0	10	0	0	0	14
PasserByVol:	0	0	0	0	0	3	0	24	0	0	-3	3
Initial Fut:	0	0	19	0	0	38	0	1554	10	0	1672	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	19	0	0	38	0	1554	10	0	1672	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	19	0	0	38	0	1554	10	0	1672	53
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.9	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	523	xxxx	xxxx	584	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	504	xxxx	xxxx	460	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	504	xxxx	xxxx	460	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.04	xxxx	xxxx	0.08	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.1	xxxx	xxxx	0.3	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	12.4	xxxxx	xxxx	13.5	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	B	*	*	B	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	12.4			13.5			xxxxxx			xxxxxx		
ApproachLOS:	B			B			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #7 Hope St/El Camino Real

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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```
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Stop Sign       Stop Sign      Uncontrolled    Uncontrolled
Lanes:       0  0  0  0  1   0  0  0  0  1   0  0  2  1  0   0  0  2  1  0
Initial Vol:    0    0   19    0    0   38    0 1554   10    0 1672   53
ApproachDel:     12.4           13.5          xxxxxx          xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
  FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=19]
  FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=3346]
  SUCCEED - Total volume greater than or equal to 800 for intersection
          with four or more approaches.
--------------------------------------------------------------------------------
Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
  FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=38]
  FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=3346]
  SUCCEED - Total volume greater than or equal to 800 for intersection
          with four or more approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
             Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #7 Hope St/El Camino Real
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Stop Sign       Stop Sign      Uncontrolled    Uncontrolled
Lanes:       0  0  0  0  1   0  0  0  0  1   0  0  2  1  0   0  0  2  1  0
Initial Vol:    0    0   19    0    0   38    0 1554   10    0 1672   53
------------|---------------||---------------||---------------||---------------|
Major Street Volume:           3289
Minor Approach Volume:          38
Minor Approach Volume Threshold: -125 [less than minimum of 100]
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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

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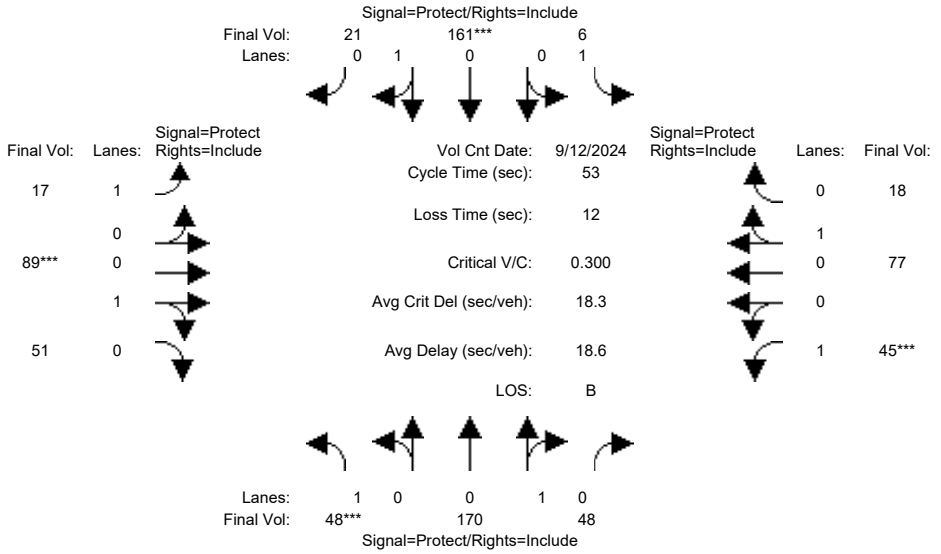
881 Castro Street
Mountain View, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #8: Castro St/Church St



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Sep 2024 << 4:30-5:30												
Base Vol:	48	170	48	6	161	21	17	89	51	45	77	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	170	48	6	161	21	17	89	51	45	77	18
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	48	170	48	6	161	21	17	89	51	45	77	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	170	48	6	161	21	17	89	51	45	77	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	170	48	6	161	21	17	89	51	45	77	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	48	170	48	6	161	21	17	89	51	45	77	18
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.78	0.22	1.00	0.88	0.12	1.00	0.64	0.36	1.00	0.81	0.19
Final Sat.:	1750	1404	396	1750	1592	208	1750	1144	656	1750	1459	341
Capacity Analysis Module:												
Vol/Sat:	0.03	0.12	0.12	0.00	0.10	0.10	0.01	0.08	0.08	0.03	0.05	0.05
Crit Moves:	****			****			****			****		
Green Time:	7.0	12.1	12.1	8.5	13.6	13.6	10.2	10.4	10.4	10.0	10.2	10.2
Volume/Cap:	0.21	0.53	0.53	0.02	0.40	0.40	0.05	0.40	0.40	0.14	0.27	0.27
Delay/Veh:	21.0	19.3	19.3	18.8	16.9	16.9	17.5	19.3	19.3	18.1	18.7	18.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.0	19.3	19.3	18.8	16.9	16.9	17.5	19.3	19.3	18.1	18.7	18.7
LOS by Move:	C	B	B	B	B	B	B	B	B	B	B	B
HCM2kAvgQ:	1	4	4	0	3	3	0	2	2	1	2	2

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

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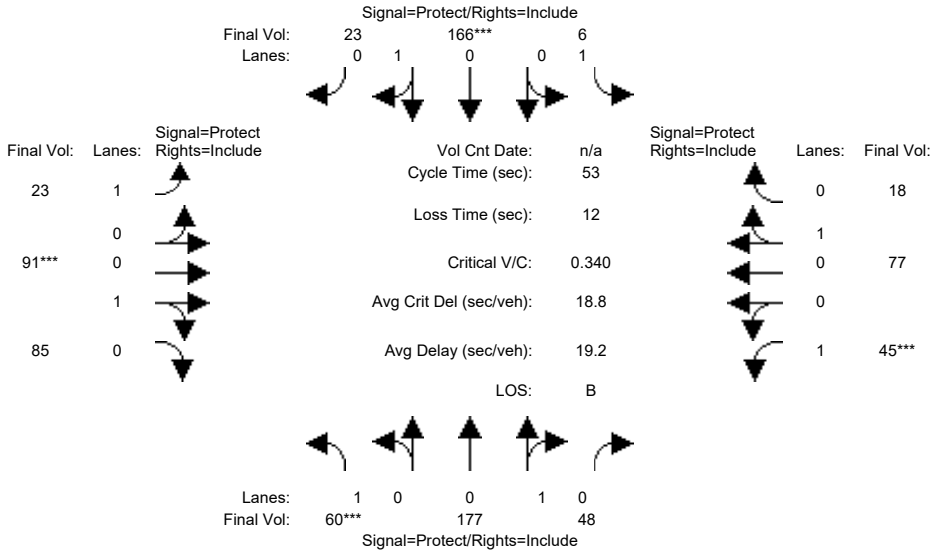
881 Castro Street
Mountain View, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #8: Castro St/Church St



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	60	177	48	6	166	23	23	91	85	45	77	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	177	48	6	166	23	23	91	85	45	77	18
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	177	48	6	166	23	23	91	85	45	77	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	177	48	6	166	23	23	91	85	45	77	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	177	48	6	166	23	23	91	85	45	77	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	177	48	6	166	23	23	91	85	45	77	18
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.79	0.21	1.00	0.88	0.12	1.00	0.52	0.48	1.00	0.81	0.19
Final Sat.:	1750	1416	384	1750	1581	219	1750	931	869	1750	1459	341
Capacity Analysis Module:												
Vol/Sat:	0.03	0.13	0.13	0.00	0.11	0.11	0.01	0.10	0.10	0.03	0.05	0.05
Crit Moves:	****			****			****			****		
Green Time:	7.0	11.4	11.4	8.0	12.4	12.4	10.8	11.6	11.6	10.0	10.8	10.8
Volume/Cap:	0.26	0.58	0.58	0.02	0.45	0.45	0.06	0.45	0.45	0.14	0.26	0.26
Delay/Veh:	21.3	20.8	20.8	19.2	18.1	18.1	17.1	18.8	18.8	18.1	18.1	18.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.3	20.8	20.8	19.2	18.1	18.1	17.1	18.8	18.8	18.1	18.1	18.1
LOS by Move:	C	C	C	B	B	B	B	B	B	B	B	B
HCM2kAvgQ:	1	4	4	0	3	3	0	3	3	1	2	2

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

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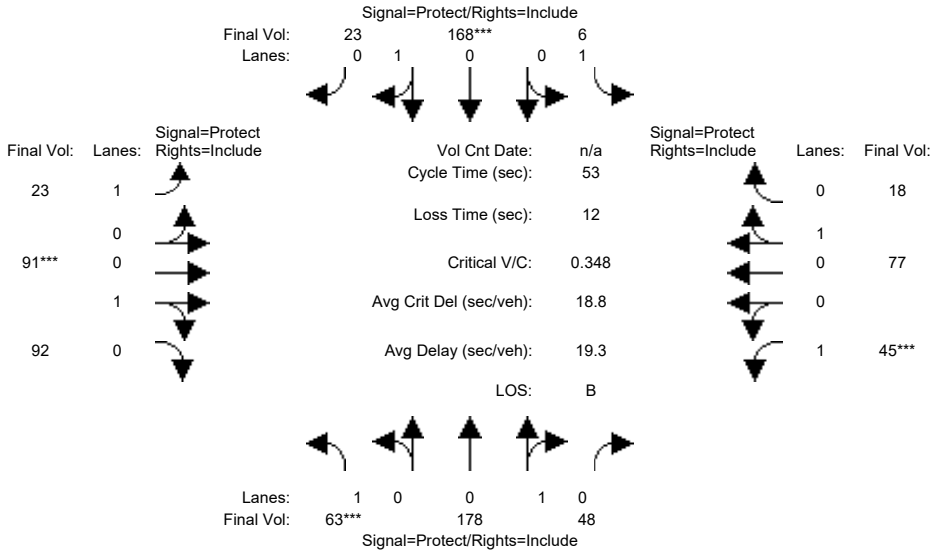
881 Castro Street
Mountain View, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background + Prj PM

Intersection #8: Castro St/Church St



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	60	177	48	6	166	23	23	91	85	45	77	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	177	48	6	166	23	23	91	85	45	77	18
Added Vol:	4	1	0	0	2	0	0	0	7	0	0	0
PasserByVol:	-1	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	63	178	48	6	168	23	23	91	92	45	77	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	63	178	48	6	168	23	23	91	92	45	77	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	178	48	6	168	23	23	91	92	45	77	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	63	178	48	6	168	23	23	91	92	45	77	18
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.79	0.21	1.00	0.88	0.12	1.00	0.50	0.50	1.00	0.81	0.19
Final Sat.:	1750	1418	382	1750	1583	217	1750	895	905	1750	1459	341
Capacity Analysis Module:												
Vol/Sat:	0.04	0.13	0.13	0.00	0.11	0.11	0.01	0.10	0.10	0.03	0.05	0.05
Crit Moves:	****			****			****			****		
Green Time:	7.0	11.3	11.3	7.9	12.3	12.3	10.9	11.7	11.7	10.0	10.9	10.9
Volume/Cap:	0.27	0.59	0.59	0.02	0.46	0.46	0.06	0.46	0.46	0.14	0.26	0.26
Delay/Veh:	21.3	21.1	21.1	19.3	18.3	18.3	17.0	18.7	18.7	18.1	18.0	18.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.3	21.1	21.1	19.3	18.3	18.3	17.0	18.7	18.7	18.1	18.0	18.0
LOS by Move:	C	C	C	B	B	B	B	B	B	B	B	B
HCM2kAvgQ:	1	4	4	0	3	3	0	3	3	1	2	2

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

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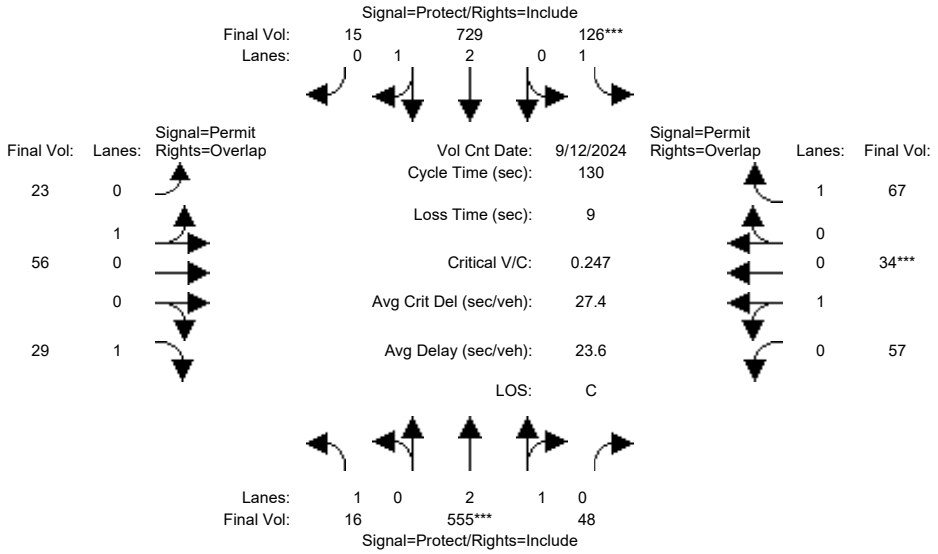
881 Castro Street
Mountain View, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #9: Shoreline Blvd/Church St



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Sep 2024 << 5:15-6:15												
Base Vol:	16	555	48	126	729	15	23	56	29	57	34	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	555	48	126	729	15	23	56	29	57	34	67
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	555	48	126	729	15	23	56	29	57	34	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	555	48	126	729	15	23	56	29	57	34	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	555	48	126	729	15	23	56	29	57	34	67
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	16	555	48	126	729	15	23	56	29	57	34	67
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.75	0.25	1.00	2.94	0.06	0.29	0.71	1.00	0.63	0.37	1.00
Final Sat.:	1750	5154	446	1750	5487	113	524	1276	1750	1127	673	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.11	0.11	0.07	0.13	0.13	0.04	0.04	0.02	0.05	0.05	0.04
Crit Moves:		****			****						****	
Green Time:	27.2	56.6	56.6	37.8	67.2	67.2	26.6	26.6	53.8	26.6	26.6	64.4
Volume/Cap:	0.04	0.25	0.25	0.25	0.26	0.26	0.21	0.21	0.04	0.25	0.25	0.08
Delay/Veh:	41.0	23.3	23.3	35.5	17.5	17.5	43.3	43.3	22.7	43.7	43.7	17.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.0	23.3	23.3	35.5	17.5	17.5	43.3	43.3	22.7	43.7	43.7	17.2
LOS by Move:	D	C	C	D	B	B	D	D	C	D	D	B
HCM2kAvgQ:	1	5	5	4	5	5	3	3	1	3	3	1

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

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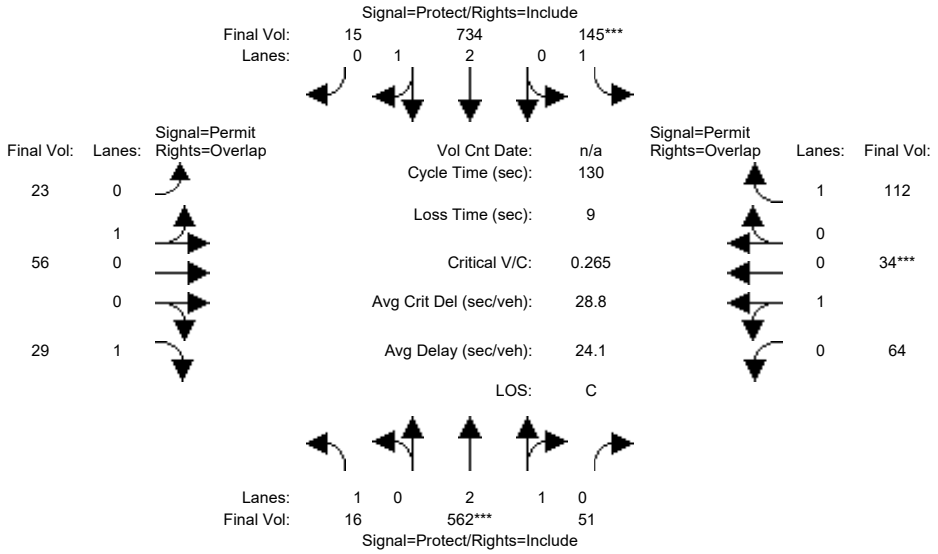
881 Castro Street
Mountain View, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #9: Shoreline Blvd/Church St



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	16	562	51	145	734	15	23	56	29	64	34	112
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	562	51	145	734	15	23	56	29	64	34	112
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	562	51	145	734	15	23	56	29	64	34	112
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	562	51	145	734	15	23	56	29	64	34	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	562	51	145	734	15	23	56	29	64	34	112
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	16	562	51	145	734	15	23	56	29	64	34	112
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.74	0.26	1.00	2.94	0.06	0.29	0.71	1.00	0.65	0.35	1.00
Final Sat.:	1750	5133	466	1750	5488	112	524	1276	1750	1176	624	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.11	0.11	0.08	0.13	0.13	0.04	0.04	0.02	0.05	0.05	0.06
Crit Moves:		****			****						****	
Green Time:	27.1	53.7	53.7	40.6	67.2	67.2	26.7	26.7	53.8	26.7	26.7	67.3
Volume/Cap:	0.04	0.27	0.27	0.27	0.26	0.26	0.21	0.21	0.04	0.27	0.27	0.12
Delay/Veh:	41.2	25.2	25.2	33.8	17.5	17.5	43.2	43.2	22.8	43.8	43.8	16.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.2	25.2	25.2	33.8	17.5	17.5	43.2	43.2	22.8	43.8	43.8	16.2
LOS by Move:	D	C	C	C	B	B	D	D	C	D	D	B
HCM2kAvgQ:	1	5	5	5	5	5	3	3	1	3	3	2

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

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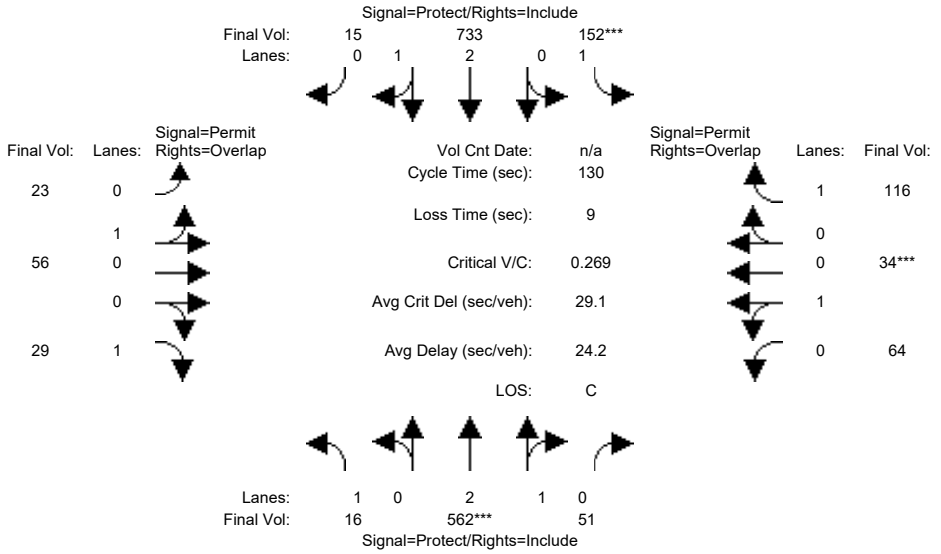
881 Castro Street
Mountain View, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background + Prj PM

Intersection #9: Shoreline Blvd/Church St



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	16	562	51	145	734	15	23	56	29	64	34	112
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	562	51	145	734	15	23	56	29	64	34	112
Added Vol:	0	0	0	7	-1	0	0	0	0	0	0	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	562	51	152	733	15	23	56	29	64	34	116
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	562	51	152	733	15	23	56	29	64	34	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	562	51	152	733	15	23	56	29	64	34	116
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	16	562	51	152	733	15	23	56	29	64	34	116
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.74	0.26	1.00	2.94	0.06	0.29	0.71	1.00	0.65	0.35	1.00
Final Sat.:	1750	5133	466	1750	5488	112	524	1276	1750	1176	624	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.11	0.11	0.09	0.13	0.13	0.04	0.04	0.02	0.05	0.05	0.07
Crit Moves:		****			****						****	
Green Time:	27.2	52.8	52.8	41.9	67.5	67.5	26.3	26.3	53.5	26.3	26.3	68.2
Volume/Cap:	0.04	0.27	0.27	0.27	0.26	0.26	0.22	0.22	0.04	0.27	0.27	0.13
Delay/Veh:	41.1	25.8	25.8	32.9	17.4	17.4	43.6	43.6	22.9	44.2	44.2	15.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.1	25.8	25.8	32.9	17.4	17.4	43.6	43.6	22.9	44.2	44.2	15.8
LOS by Move:	D	C	C	C	B	B	D	D	C	D	D	B
HCM2kAvgQ:	1	5	5	5	5	5	3	3	1	3	3	2

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

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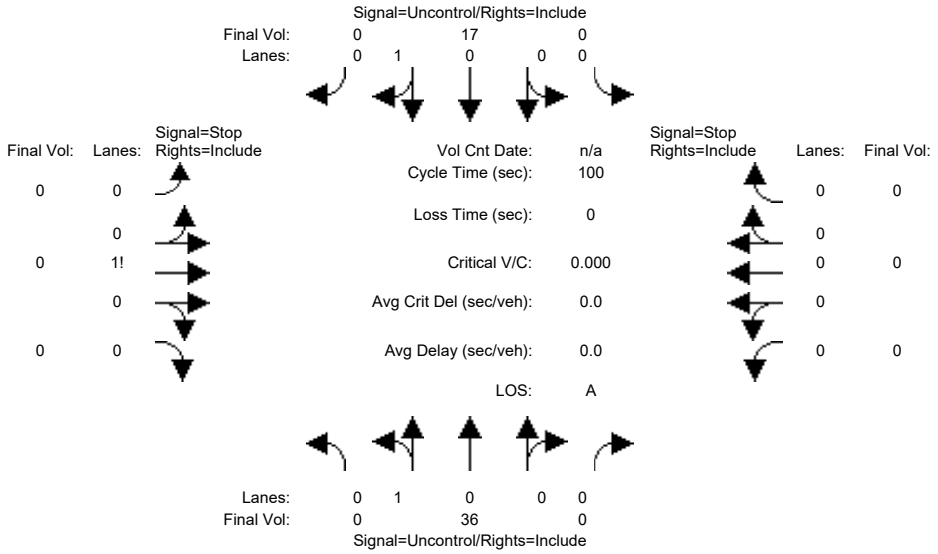
881 Castro Street
Mountain View, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #11: Hope St/Prj Dwy



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	36	0	0	17	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	36	0	0	17	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	36	0	0	17	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	36	0	0	17	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	36	0	0	17	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	53	53	17	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	960	842	1068	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	960	842	1068	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.00	0.00	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #11 Hope St/Prj Dwy

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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```
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:      Uncontrolled    Uncontrolled     Stop Sign       Stop Sign
Lanes:       0  0  1  0  0   0  0  1  0  0   0  0  1! 0  0   0  0  0  0  0
Initial Vol:    0   36    0    0   17    0    0    0    0    0    0    0
ApproachDel:    xxxxxx          xxxxxx          xxxxxx          xxxxxx
------------|---------------||---------------||---------------||---------------|
```

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

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

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #11 Hope St/Prj Dwy

****

Future Volume Alternative: Peak Hour Warrant NOT Met

```
------------|---------------||---------------||---------------||---------------|
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:      Uncontrolled    Uncontrolled     Stop Sign       Stop Sign
Lanes:       0  0  1  0  0   0  0  1  0  0   0  0  1! 0  0   0  0  0  0  0
Initial Vol:    0   36    0    0   17    0    0    0    0    0    0    0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:           53
Minor Approach Volume:          0
Minor Approach Volume Threshold: 1003
```

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

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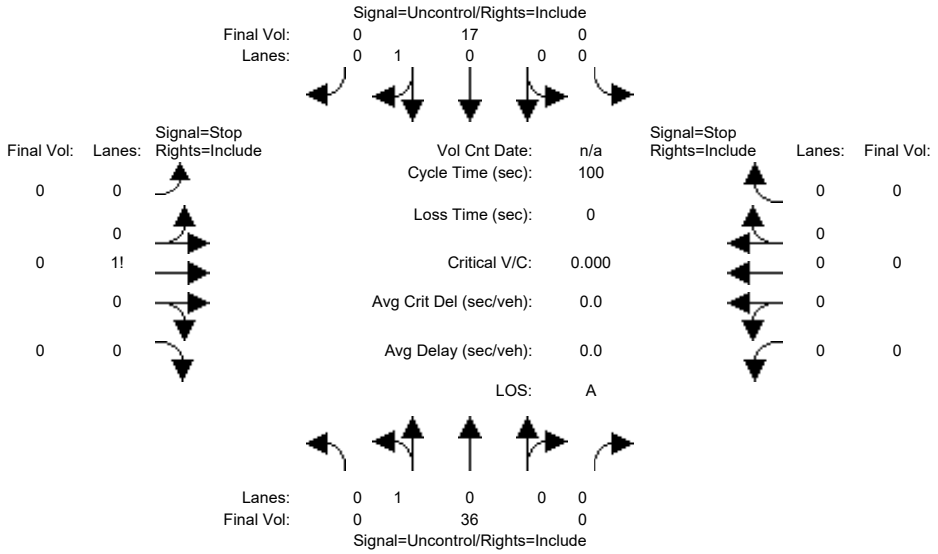
881 Castro Street
Mountain View, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #11: Hope St/Prj Dwy



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	36	0	0	17	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	36	0	0	17	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	36	0	0	17	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	36	0	0	17	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	36	0	0	17	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	53	53	17	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	960	842	1068	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	960	842	1068	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.00	0.00	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #11 Hope St/Prj Dwy

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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```
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:      Uncontrolled    Uncontrolled     Stop Sign       Stop Sign
Lanes:       0  0  1  0  0   0  0  1  0  0   0  0  1! 0  0   0  0  0  0  0
Initial Vol:    0   36    0    0   17    0    0    0    0    0    0    0
ApproachDel:    xxxxxx          xxxxxx          xxxxxx          xxxxxx
------------|---------------||---------------||---------------||---------------|
```

SIGNAL WARRANT DISCLAIMER

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

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

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #11 Hope St/Prj Dwy

****

Future Volume Alternative: Peak Hour Warrant NOT Met

```
------------|---------------||---------------||---------------||---------------|
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:      Uncontrolled    Uncontrolled     Stop Sign       Stop Sign
Lanes:       0  0  1  0  0   0  0  1  0  0   0  0  1! 0  0   0  0  0  0  0
Initial Vol:    0   36    0    0   17    0    0    0    0    0    0    0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:          53
Minor Approach Volume:         0
Minor Approach Volume Threshold: 1003
```

SIGNAL WARRANT DISCLAIMER

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

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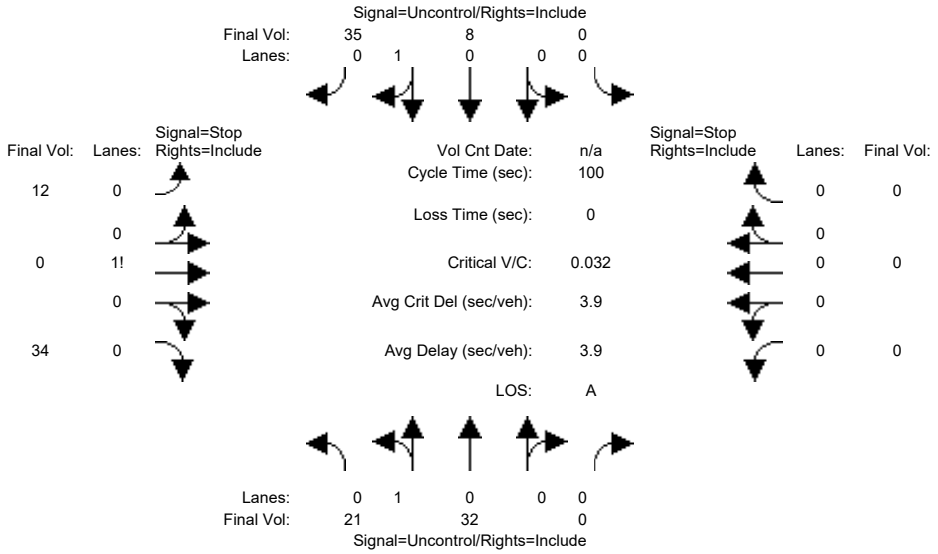
881 Castro Street
Mountain View, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background + Prj PM

Intersection #11: Hope St/Prj Dwy



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	36	0	0	17	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	36	0	0	17	0	0	0	0	0	0	0
Added Vol:	18	-4	0	0	-9	30	10	0	27	0	0	0
PasserByVol:	3	0	0	0	0	5	2	0	7	0	0	0
Initial Fut:	21	32	0	0	8	35	12	0	34	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	21	32	0	0	8	35	12	0	34	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	21	32	0	0	8	35	12	0	34	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	43	xxxx	xxxxx	xxxx	xxxx	xxxxx	100	100	26	xxxx	xxxx	xxxxx
Potent Cap.:	1579	xxxx	xxxxx	xxxx	xxxx	xxxxx	904	794	1056	xxxx	xxxx	xxxxx
Move Cap.:	1579	xxxx	xxxxx	xxxx	xxxx	xxxxx	895	784	1056	xxxx	xxxx	xxxxx
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	0.00	0.03	xxxx	xxxx	xxxx

Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	1009	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	8.7	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			8.7			xxxxxx		
ApproachLOS:	*			*			A			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #11 Hope St/Prj Dwy

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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```
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:      Uncontrolled    Uncontrolled     Stop Sign       Stop Sign
Lanes:       0  1  0  0  0   0  0  0  1  0   0  0  1! 0  0   0  0  0  0  0
Initial Vol:   21   32    0    0    8    35   12    0    34    0    0    0
ApproachDel:    xxxxxx          xxxxxx            8.7          xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
  FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=46]
  FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=142]
  FAIL - Total volume less than 650 for intersection
         with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
             Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #11 Hope St/Prj Dwy
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:      Uncontrolled    Uncontrolled     Stop Sign       Stop Sign
Lanes:       0  1  0  0  0   0  0  0  1  0   0  0  1! 0  0   0  0  0  0  0
Initial Vol:   21   32    0    0    8    35   12    0    34    0    0    0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:           96
Minor Approach Volume:          46
Minor Approach Volume Threshold: 844
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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

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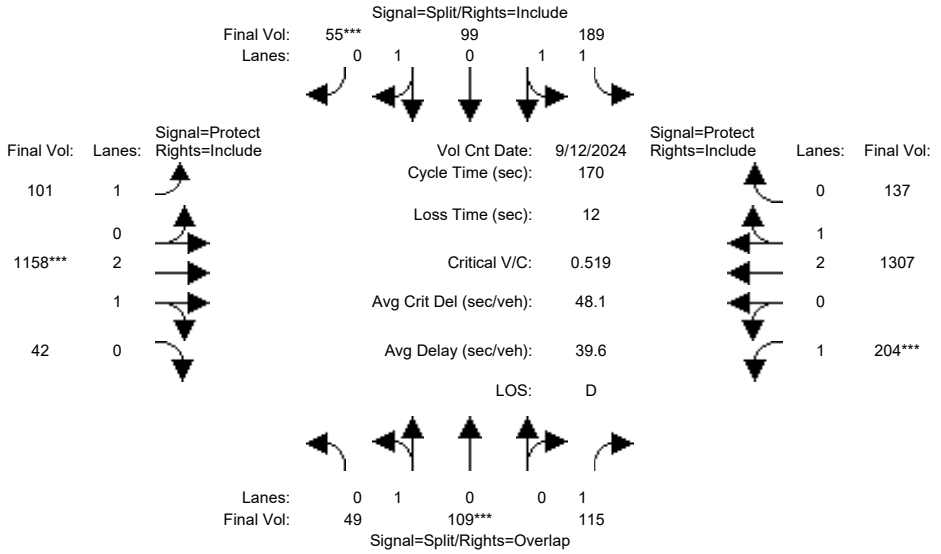
881 Castro Street
Mountain View, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #1001: Castro St/El Camino Real



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Sep 2024 << 5:30-6:30												
Base Vol:	49	109	115	189	99	55	101	1158	42	204	1307	137
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	49	109	115	189	99	55	101	1158	42	204	1307	137
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	49	109	115	189	99	55	101	1158	42	204	1307	137
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	49	109	115	189	99	55	101	1158	42	204	1307	137
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	109	115	189	99	55	101	1158	42	204	1307	137
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	49	109	115	189	99	55	101	1158	42	204	1307	137
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.93	0.95	0.95	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	0.31	0.69	1.00	1.66	0.86	0.48	1.00	2.89	0.11	1.00	2.70	0.30
Final Sat.:	558	1242	1750	2948	1544	858	1750	5404	196	1750	5068	531
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.07	0.06	0.06	0.06	0.06	0.21	0.21	0.12	0.26	0.26
Crit Moves:	****			****			****		****			
Green Time:	28.7	28.7	66.9	21.0	21.0	21.0	19.8	70.1	70.1	38.2	88.5	88.5
Volume/Cap:	0.52	0.52	0.17	0.52	0.52	0.52	0.50	0.52	0.52	0.52	0.50	0.50
Delay/Veh:	65.9	65.9	33.6	70.5	70.5	70.5	72.3	37.5	37.5	59.1	26.5	26.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.9	65.9	33.6	70.5	70.5	70.5	72.3	37.5	37.5	59.1	26.5	26.5
LOS by Move:	E	E	C	E	E	E	E	D	D	E	C	C
HCM2kAvgQ:	8	8	4	6	6	6	5	15	15	10	16	16

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

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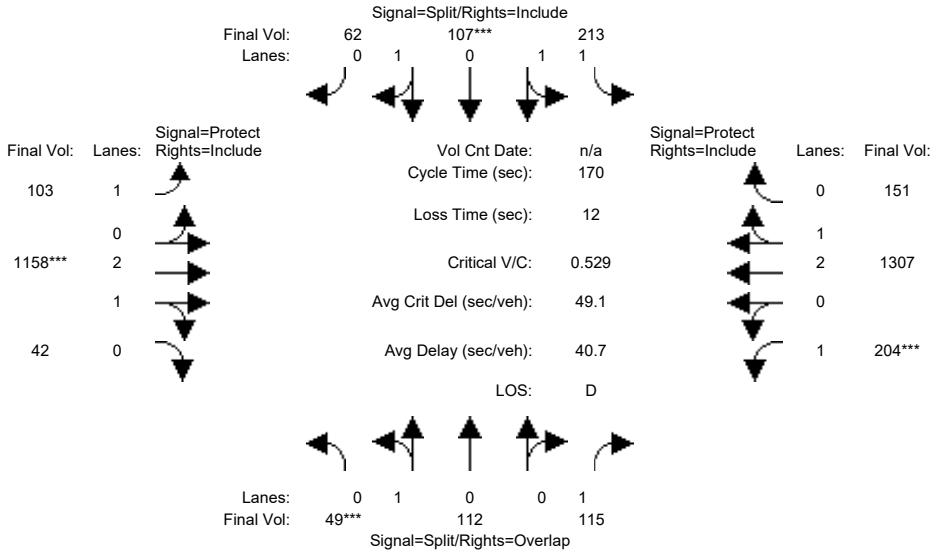
881 Castro Street
Mountain View, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #1001: Castro St/El Camino Real



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	49	112	115	213	107	62	103	1158	42	204	1307	151
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	49	112	115	213	107	62	103	1158	42	204	1307	151
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	49	112	115	213	107	62	103	1158	42	204	1307	151
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	49	112	115	213	107	62	103	1158	42	204	1307	151
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	112	115	213	107	62	103	1158	42	204	1307	151
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	49	112	115	213	107	62	103	1158	42	204	1307	151
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.93	0.95	0.95	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	0.30	0.70	1.00	1.69	0.83	0.48	1.00	2.89	0.11	1.00	2.68	0.32
Final Sat.:	548	1252	1750	2983	1498	868	1750	5404	196	1750	5019	580
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.07	0.07	0.07	0.07	0.06	0.21	0.21	0.12	0.26	0.26
Crit Moves:	****			****			****			****		
Green Time:	28.7	28.7	66.2	22.9	22.9	22.9	19.6	68.9	68.9	37.5	86.7	86.7
Volume/Cap:	0.53	0.53	0.17	0.53	0.53	0.53	0.51	0.53	0.53	0.53	0.51	0.51
Delay/Veh:	66.2	66.2	34.0	69.2	69.2	69.2	72.9	38.5	38.5	59.9	27.7	27.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.2	66.2	34.0	69.2	69.2	69.2	72.9	38.5	38.5	59.9	27.7	27.7
LOS by Move:	E	E	C	E	E	E	E	D	D	E	C	C
HCM2kAvgQ:	8	8	4	7	7	7	5	15	15	10	17	17

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

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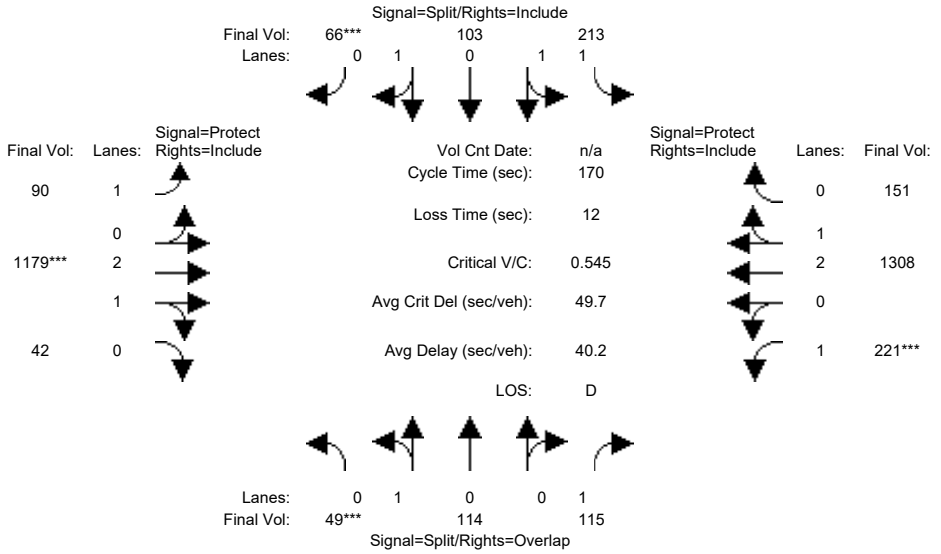
881 Castro Street
Mountain View, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background + Prj PM

Intersection #1001: Castro St/El Camino Real



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	49	112	115	213	107	62	103	1158	42	204	1307	151
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	49	112	115	213	107	62	103	1158	42	204	1307	151
Added Vol:	0	2	0	0	-3	0	8	0	0	13	5	0
PasserByVol:	0	0	0	0	-1	4	-21	21	0	4	-4	0
Initial Fut:	49	114	115	213	103	66	90	1179	42	221	1308	151
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	49	114	115	213	103	66	90	1179	42	221	1308	151
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	114	115	213	103	66	90	1179	42	221	1308	151
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	49	114	115	213	103	66	90	1179	42	221	1308	151
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.93	0.95	0.95	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	0.30	0.70	1.00	1.69	0.80	0.51	1.00	2.89	0.11	1.00	2.68	0.32
Final Sat.:	541	1259	1750	2983	1442	924	1750	5407	193	1750	5020	579
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.07	0.07	0.07	0.07	0.05	0.22	0.22	0.13	0.26	0.26
Crit Moves:	****					****		****		****		
Green Time:	28.3	28.3	67.7	22.3	22.3	22.3	17.7	68.0	68.0	39.4	89.7	89.7
Volume/Cap:	0.54	0.54	0.17	0.54	0.54	0.54	0.49	0.54	0.54	0.54	0.49	0.49
Delay/Veh:	67.1	67.1	33.1	70.0	70.0	70.0	74.0	39.4	39.4	58.9	25.8	25.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.1	67.1	33.1	70.0	70.0	70.0	74.0	39.4	39.4	58.9	25.8	25.8
LOS by Move:	E	E	C	E	E	E	E	D	D	E	C	C
HCM2kAvgQ:	9	9	4	7	7	7	5	16	16	11	16	16

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

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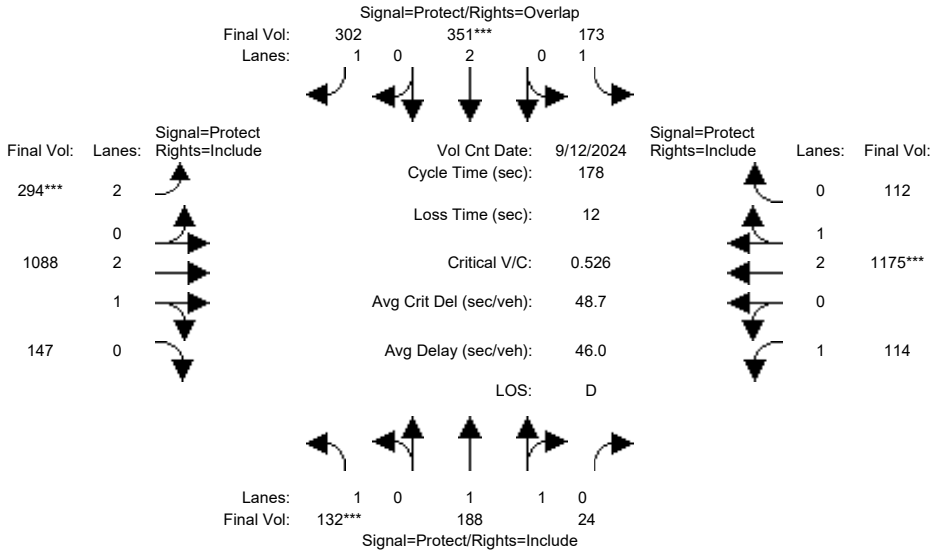
881 Castro Street
Mountain View, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #1004: Shoreline Blvd/Miramonte Ave and El Camino Real



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Sep 2024 << 5:15-6:15												
Base Vol:	132	188	24	173	351	302	294	1088	147	114	1175	112
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	132	188	24	173	351	302	294	1088	147	114	1175	112
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	132	188	24	173	351	302	294	1088	147	114	1175	112
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	132	188	24	173	351	302	294	1088	147	114	1175	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	188	24	173	351	302	294	1088	147	114	1175	112
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	132	188	24	173	351	302	294	1088	147	114	1175	112
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.83	0.99	0.95	0.92	0.99	0.95
Lanes:	1.00	1.77	0.23	1.00	2.00	1.00	2.00	2.63	0.37	1.00	2.73	0.27
Final Sat.:	1750	3281	419	1750	3800	1750	3150	4933	666	1750	5112	487
Capacity Analysis Module:												
Vol/Sat:	0.08	0.06	0.06	0.10	0.09	0.17	0.09	0.22	0.22	0.07	0.23	0.23
Crit Moves:	****			****			****			****		
Green Time:	25.5	20.8	20.8	35.9	31.2	62.8	31.6	84.4	84.4	24.9	77.7	77.7
Volume/Cap:	0.53	0.49	0.49	0.49	0.53	0.49	0.53	0.47	0.47	0.47	0.53	0.53
Delay/Veh:	72.7	74.5	74.5	64.0	67.5	45.7	67.4	31.7	31.7	71.8	36.9	36.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	72.7	74.5	74.5	64.0	67.5	45.7	67.4	31.7	31.7	71.8	36.9	36.9
LOS by Move:	E	E	E	E	E	D	E	C	C	E	D	D
HCM2kAvgQ:	8	6	6	9	8	13	9	15	15	6	17	17

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

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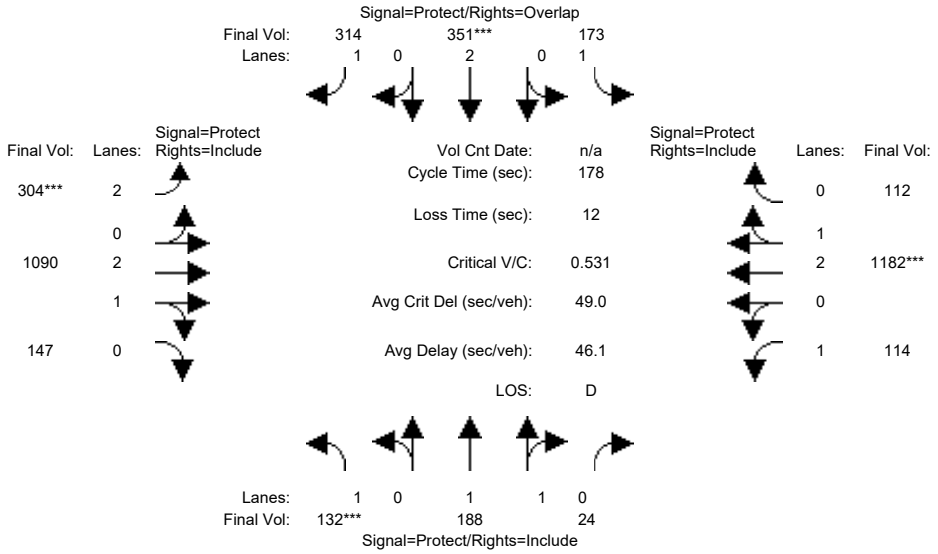
881 Castro Street
Mountain View, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #1004: Shoreline Blvd/Miramonte Ave and El Camino Real



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	132	188	24	173	351	314	304	1090	147	114	1182	112
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	132	188	24	173	351	314	304	1090	147	114	1182	112
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	132	188	24	173	351	314	304	1090	147	114	1182	112
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	132	188	24	173	351	314	304	1090	147	114	1182	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	188	24	173	351	314	304	1090	147	114	1182	112
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	132	188	24	173	351	314	304	1090	147	114	1182	112
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.83	0.99	0.95	0.92	0.99	0.95
Lanes:	1.00	1.77	0.23	1.00	2.00	1.00	2.00	2.63	0.37	1.00	2.73	0.27
Final Sat.:	1750	3281	419	1750	3800	1750	3150	4934	665	1750	5115	485
Capacity Analysis Module:												
Vol/Sat:	0.08	0.06	0.06	0.10	0.09	0.18	0.10	0.22	0.22	0.07	0.23	0.23
Crit Moves:	****			****			****			****		
Green Time:	25.3	20.6	20.6	35.6	31.0	63.3	32.3	84.8	84.8	25.0	77.4	77.4
Volume/Cap:	0.53	0.49	0.49	0.49	0.53	0.50	0.53	0.46	0.46	0.46	0.53	0.53
Delay/Veh:	73.1	74.7	74.7	64.3	67.8	45.7	66.9	31.5	31.5	71.7	37.2	37.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	73.1	74.7	74.7	64.3	67.8	45.7	66.9	31.5	31.5	71.7	37.2	37.2
LOS by Move:	E	E	E	E	E	D	E	C	C	E	D	D
HCM2kAvgQ:	8	6	6	9	8	14	9	15	15	6	17	17

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

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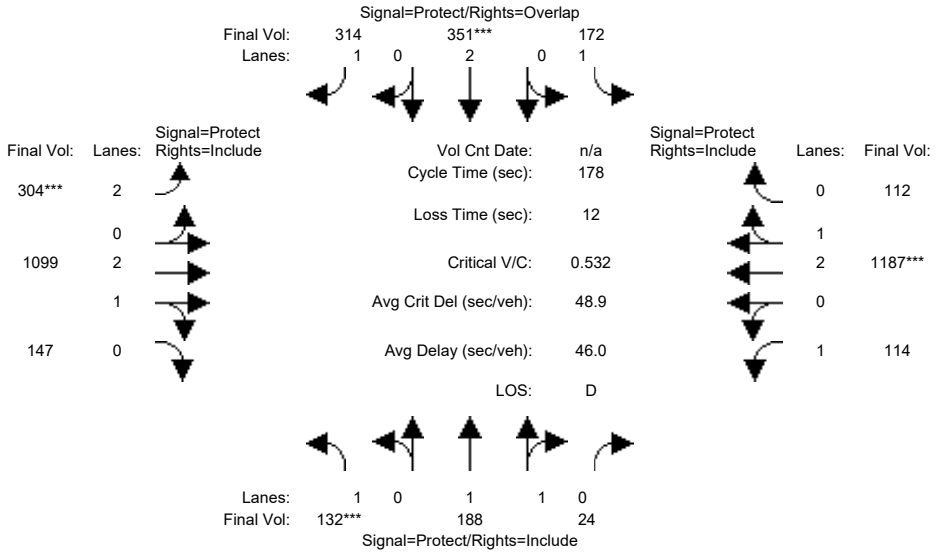
881 Castro Street
Mountain View, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background + Prj PM

Intersection #1004: Shoreline Blvd/Miramonte Ave and El Camino Real



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	132	188	24	173	351	314	304	1090	147	114	1182	112
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	132	188	24	173	351	314	304	1090	147	114	1182	112
Added Vol:	0	0	0	-1	0	0	0	9	0	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	132	188	24	172	351	314	304	1099	147	114	1187	112
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	132	188	24	172	351	314	304	1099	147	114	1187	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	188	24	172	351	314	304	1099	147	114	1187	112
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	132	188	24	172	351	314	304	1099	147	114	1187	112
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.83	0.99	0.95	0.92	0.99	0.95
Lanes:	1.00	1.77	0.23	1.00	2.00	1.00	2.00	2.63	0.37	1.00	2.73	0.27
Final Sat.:	1750	3281	419	1750	3800	1750	3150	4938	661	1750	5117	483
Capacity Analysis Module:												
Vol/Sat:	0.08	0.06	0.06	0.10	0.09	0.18	0.10	0.22	0.22	0.07	0.23	0.23
Crit Moves:	****			****			****			****		
Green Time:	25.2	20.7	20.7	35.5	30.9	63.2	32.3	85.0	85.0	24.9	77.6	77.6
Volume/Cap:	0.53	0.49	0.49	0.49	0.53	0.51	0.53	0.47	0.47	0.47	0.53	0.53
Delay/Veh:	73.1	74.7	74.7	64.4	67.8	45.8	67.0	31.4	31.4	71.9	37.1	37.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	73.1	74.7	74.7	64.4	67.8	45.8	67.0	31.4	31.4	71.9	37.1	37.1
LOS by Move:	E	E	E	E	E	D	E	C	C	E	D	D
HCM2kAvgQ:	8	6	6	9	8	14	9	15	15	6	17	17

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

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Appendix C

Volume Summary

Intersection Number: 1
Traffix Node Number: 1001
Intersection Name: Castro St and El Camino Real*
Peak Hour: AM
Count Date: 09/12/24
Date of Analysis: 12/12/24

Scenario	Movements												
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	39	67	105	207	1046	143	177	113	95	44	1001	112	*3149*
Approved Project Trips													
City Lot 12	0	0	7	3	0	0	0	0	0	0	0	0	*10*
590 Castro St	2	2	4	20	0	0	0	8	0	0	0	7	*43*
Total Approved Trips	*2*	*2*	*11*	*23*	*0*	*0*	*0*	*8*	*0*	*0*	*0*	*7*	*53*
Background Conditions	41	69	116	230	1046	143	177	121	95	44	1001	119	*3202*
Proposed Project Trips	*0*	*0*	*0*	*0*	*10*	*21*	*0*	*0*	*0*	*0*	*0*	*-3*	*28*
Reassigned Fairmont Ave Trips	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*4*	*-4*	*0*
Background + Project Conditions	41	69	116	230	1056	164	177	121	95	44	1005	112	*3230*
													0

Intersection Number: 2
Traffix Node Number: 2
Intersection Name: Castro St and Fairmont Ave
Peak Hour: AM
Count Date: 09/12/24
Date of Analysis: 12/12/24

Scenario	Movements												
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	0	199	2	0	0	0	5	400	0	0	0	0	*606*
Approved Project Trips													
City Lot 12	0	7	0	0	0	0	0	3	0	0	0	0	*10*
590 Castro St	0	8	0	0	0	0	0	35	0	0	0	0	*43*
Total Approved Trips	*0*	*15*	*0*	*0*	*0*	*0*	*0*	*38*	*0*	*0*	*0*	*0*	*53*
Background Conditions	0	214	2	0	0	0	5	438	0	0	0	0	*659*
Proposed Project Trips	*0*	*0*	*0*	*0*	*0*	*0*	*-1*	*-1*	*0*	*0*	*0*	*0*	*-2*
Reassigned Fairmont Ave Trips	*0*	*0*	*-2*	*0*	*0*	*0*	*-4*	*0*	*0*	*0*	*0*	*0*	*-6*
Background + Project Conditions	0	214	0	0	0	0	0	437	0	0	0	0	*651*
													0

Intersection Number: 3
Traffix Node Number: 3
Intersection Name: Castro St and High School Way
Peak Hour: AM
Count Date: 09/12/24
Date of Analysis: 12/12/24

Scenario	Movements												
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	38	147	0	0	0	0	0	323	77	57	0	11	*653*
Approved Project Trips													
City Lot 12	0	7	0	0	0	0	0	3	0	0	0	0	*10*
590 Castro St	0	8	0	0	0	0	0	35	0	0	0	0	*43*
Total Approved Trips	*0*	*15*	*0*	*0*	*0*	*0*	*0*	*38*	*0*	*0*	*0*	*0*	*53*
Background Conditions	38	162	0	0	0	0	0	361	77	57	0	11	*706*
Proposed Project Trips	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*8*	*0*	*0*	*0*	*0*	*8*
Reassigned Fairmont Ave Trips	*0*	*-2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*-2*
Background + Project Conditions	38	160	0	0	0	0	0	369	77	57	0	11	*712*
													0

Intersection Number: 4
Traffix Node Number: 4
Intersection Name: Castro St and Yosemite Ave
Peak Hour: AM
Count Date: 09/12/24
Date of Analysis: 12/12/24

Scenario	Movements												
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	0	159	14	9	0	25	24	311	0	0	0	0	*542*
Approved Project Trips													
City Lot 12	0	7	0	0	0	0	0	3	0	0	0	0	*10*
590 Castro St	0	8	0	0	0	0	0	35	0	0	0	0	*43*
Total Approved Trips	*0*	*15*	*0*	*0*	*0*	*0*	*0*	*38*	*0*	*0*	*0*	*0*	*53*
Background Conditions	0	174	14	9	0	25	24	349	0	0	0	0	*595*
Proposed Project Trips	*0*	*0*	*2*	*7*	*0*	*0*	*8*	*0*	*0*	*0*	*0*	*0*	*17*
Reassigned Fairmont Ave Trips	*0*	*-2*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Background + Project Conditions	0	172	18	16	0	25	32	349	0	0	0	0	*612*
													0

Intersection Number: 5
Traffix Node Number: 5
Intersection Name: Hope St and Yosemite Ave
Peak Hour: AM
Count Date: 09/12/24
Date of Analysis: 12/12/24

Scenario	Movements												
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	5	10	0	1	13	0	0	28	9	3	14	8	*91*
Approved Project Trips													
City Lot 12	0	0	0	0	0	0	0	0	0	0	0	0	*0*
590 Castro St	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Total Approved Trips	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Background Conditions	5	10	0	1	13	0	0	28	9	3	14	8	*91*
Proposed Project Trips	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*3*	*9*	*13*	*0*	*0*	*26*
Reassigned Fairmont Ave Trips	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*2*	*0*	*0*	*2*
Background + Project Conditions	5	11	0	1	13	0	0	31	18	18	14	8	*119*
													0

Intersection Number: 6
Traffix Node Number: 6
Intersection Name: Hope St and Fairmont Ave
Peak Hour: AM
Count Date: 09/12/24
Date of Analysis: 12/12/24

Scenario	Movements												
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	2	9	1	0	0	2	3	35	0	1	4	0	*57*
Approved Project Trips													
City Lot 12	0	0	0	0	0	0	0	0	0	0	0	0	*0*
590 Castro St	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Total Approved Trips	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Background Conditions	2	9	1	0	0	2	3	35	0	1	4	0	*57*
Proposed Project Trips	*-1*	*14*	*0*	*0*	*0*	*0*	*0*	*12*	*0*	*-1*	*0*	*0*	*24*
Reassigned Fairmont Ave Trips	*0*	*0*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*-4*	*-2*	*-4*
Background + Project Conditions	0	23	3	0	0	2	3	47	0	0	0	0	*78*
	1												*1*

Intersection Number: 7
Traffix Node Number: 7
Intersection Name: Hope St and El Camino Real
Peak Hour: AM
Count Date: 09/12/24

Date of Analysis: 12/12/24

Scenario	Movements												
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	3	0	0	36	1541	0	4	0	0	20	1255	0	*2859*
Approved Project Trips													
City Lot 12	0	0	0	0	3	0	0	0	0	0	7	0	*10*
590 Castro St	0	0	0	0	20	0	0	0	0	0	4	0	*24*
Total Approved Trips	*0*	*0*	*0*	*0*	*23*	*0*	*0*	*0*	*0*	*0*	*11*	*0*	*34*
Background Conditions	3	0	0	36	1564	0	4	0	0	20	1266	0	*2893*
Proposed Project Trips	*31*	*0*	*0*	*9*	*0*	*0*	*0*	*0*	*0*	*0*	*18*	*0*	*58*
Reassigned Fairmont Ave Trips	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*4*	*0*	*4*
Background + Project Conditions	34	0	0	45	1564	0	4	0	0	20	1288	0	*2955*
													0

Intersection Number: 8
Traffix Node Number: 8
Intersection Name: Castro St and Church St
Peak Hour: AM
Count Date: 09/12/24

Date of Analysis: 12/12/24

Scenario	Movements												
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	8	92	4	21	78	32	49	226	45	48	78	21	*702*
Approved Project Trips													
City Lot 12	0	7	0	0	0	0	0	3	0	0	0	0	*10*
590 Castro St	6	0	0	0	2	0	0	0	35	8	0	1	*52*
Total Approved Trips	*6*	*7*	*0*	*0*	*2*	*0*	*0*	*3*	*35*	*8*	*0*	*1*	*62*
Background Conditions	14	99	4	21	80	32	49	229	80	56	78	22	*764*
Proposed Project Trips	*0*	*-2*	*0*	*0*	*0*	*0*	*0*	*1*	*5*	*3*	*0*	*0*	*7*
Reassigned Fairmont Ave Trips	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Background + Project Conditions	14	97	4	21	80	32	49	230	85	59	78	22	*771*
													0

Intersection Number: 9
Traffix Node Number: 9
Intersection Name: Shoreline Blvd and Church St
Peak Hour: AM
Count Date: 09/12/24

Date of Analysis: 12/12/24

Scenario	Movements												
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	12	628	81	78	25	29	28	680	23	81	36	26	*1727*
Approved Project Trips													
City Lot 12	0	7	0	0	0	0	0	3	0	0	0	0	*10*
590 Castro St	0	0	49	10	0	1	8	0	0	0	0	0	*68*
Total Approved Trips	*0*	*7*	*49*	*10*	*0*	*1*	*8*	*3*	*0*	*0*	*0*	*0*	*78*
Background Conditions	12	635	130	88	25	30	36	683	23	81	36	26	*1805*
Proposed Project Trips	*0*	*-6*	*3*	*5*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*2*
Reassigned Fairmont Ave Trips	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Background + Project Conditions	12	629	133	93	25	30	36	683	23	81	36	26	*1807*
													0

Intersection Number: 10
Traffix Node Number: 1004
Intersection Name: Shoreline Blvd/Miramonte Ave and El Camino Real*
Peak Hour: AM
Date of Analysis: 12/12/24
Count Date: 09/12/24

Scenario	Movements												
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	218	331	172	116	1110	114	50	297	145	127	779	292	*3751*
Approved Project Trips													
City Lot 12	7	0	0	0	0	0	0	0	0	0	0	3	*10*
590 Castro St	1	0	0	0	2	0	0	0	0	0	7	8	*18*
Total Approved Trips	*8*	*0*	*0*	*0*	*2*	*0*	*0*	*0*	*0*	*0*	*7*	*11*	*28*
Background Conditions	226	331	172	116	1112	114	50	297	145	127	786	303	*3779*
Proposed Project Trips	*0*	*0*	*-6*	*0*	*10*	*0*	*0*	*0*	*0*	*0*	*3*	*0*	*7*
Reassigned Fairmont Ave Trips	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Background + Project Conditions	226	331	166	116	1122	114	50	297	145	127	789	303	*3786*
													0

Intersection Number: 11
Traffix Node Number: 11
Intersection Name: Hope St and Project Dwy
Peak Hour: AM
Date of Analysis: 12/12/24
Count Date: 09/12/24

Scenario	Movements												
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	0	3	0	0	0	0	0	36	0	0	0	0	*39*
Approved Project Trips													
City Lot 12	0	0	0	0	0	0	0	0	0	0	0	0	*0*
590 Castro St	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Total Approved Trips	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Background Conditions	0	3	0	0	0	0	0	36	0	0	0	0	*39*
Proposed Project Trips	*14*	*-1*	*0*	*0*	*0*	*0*	*0*	*0*	*9*	*33*	*0*	*12*	*67*
Reassigned Fairmont Ave Trips	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Background + Project Conditions	14	2	0	0	0	0	0	36	9	33	0	12	*106*
													0

Intersection Number: 1
Traffix Node Number: 1001
Intersection Name: Castro St and El Camino Real*
Peak Hour: PM
Count Date: 09/12/24

Date of Analysis: 12/12/24

Scenario	Movements												
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	55	99	189	137	1307	204	115	109	49	42	1158	101	*3565*
Approved Project Trips													
City Lot 12	0	0	5	7	0	0	0	0	0	0	0	0	*12*
590 Castro St	7	8	19	7	0	0	0	3	0	0	0	2	*46*
Total Approved Trips	*7*	*8*	*24*	*14*	*0*	*0*	*0*	*3*	*0*	*0*	*0*	*2*	*58*
Background Conditions	62	107	213	151	1307	204	115	112	49	42	1158	103	*3623*
Proposed Project Trips	*0*	*-3*	*0*	*0*	*5*	*13*	*0*	*2*	*0*	*0*	*0*	*8*	*25*
Reassigned Fairmont Ave Trips	*4*	*0*	*0*	*0*	*-4*	*0*	*0*	*0*	*0*	*0*	*24*	*-24*	*0*
Passby Trips	*0*	*-1*	*0*	*0*	*0*	*4*	*0*	*0*	*0*	*0*	*-3*	*3*	*3*
Background + Project Conditions	66	103	213	151	1308	221	115	114	49	42	1179	90	*3651*
													0

Intersection Number: 2
Traffix Node Number: 2
Intersection Name: Castro St and Fairmont Ave
Peak Hour: PM
Count Date: 09/12/24

Date of Analysis: 12/12/24

Scenario	Movements												
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	0	351	2	0	0	0	25	313	0	0	0	0	*691*
Approved Project Trips													
City Lot 12	0	5	0	0	0	0	0	7	0	0	0	0	*12*
590 Castro St	0	34	0	0	0	0	0	12	0	0	0	0	*46*
Total Approved Trips	*0*	*39*	*0*	*0*	*0*	*0*	*0*	*19*	*0*	*0*	*0*	*0*	*58*
Background Conditions	0	390	2	0	0	0	25	332	0	0	0	0	*749*
Proposed Project Trips	*0*	*-3*	*0*	*0*	*0*	*0*	*-1*	*11*	*0*	*0*	*0*	*0*	*7*
Reassigned Fairmont Ave Trips	*0*	*4*	*-2*	*0*	*0*	*0*	*-24*	*0*	*0*	*0*	*0*	*0*	*-22*
Passby Trips	*0*	*-1*	*0*	*0*	*0*	*0*	*0*	*3*	*0*	*0*	*0*	*0*	*2*
Background + Project Conditions	0	390	0	0	0	0	0	346	0	0	0	0	*736*
													0

Intersection Number: 3
Traffix Node Number: 3
Intersection Name: Castro St and High School Way
Peak Hour: PM
Count Date: 09/12/24

Date of Analysis: 12/12/24

Scenario	Movements												
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	26	263	0	0	0	0	0	255	65	94	0	20	*723*
Approved Project Trips													
City Lot 12	0	5	0	0	0	0	0	7	0	0	0	0	*12*
590 Castro St	0	34	0	0	0	0	0	12	0	0	0	0	*46*
Total Approved Trips	*0*	*39*	*0*	*0*	*0*	*0*	*0*	*19*	*0*	*0*	*0*	*0*	*58*
Background Conditions	26	302	0	0	0	0	0	274	65	94	0	20	*781*
Proposed Project Trips	*0*	*-3*	*0*	*0*	*0*	*0*	*0*	*8*	*0*	*0*	*0*	*0*	*5*
Reassigned Fairmont Ave Trips	*0*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*2*
Passby Trips	*0*	*-1*	*0*	*0*	*0*	*0*	*0*	*3*	*0*	*0*	*0*	*0*	*2*
Background + Project Conditions	26	300	0	0	0	0	0	285	65	94	0	20	*790*
													0

Intersection Number: 4
Traffix Node Number: 4
Intersection Name: Castro St and Yosemite Ave
Peak Hour: PM
Count Date: 09/12/24

Date of Analysis: 12/12/24

Scenario	Movements												
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	0	254	8	11	0	38	20	257	0	0	0	0	*588*
Approved Project Trips													
City Lot 12	0	5	0	0	0	0	0	7	0	0	0	0	*12*
590 Castro St	0	34	0	0	0	0	0	12	0	0	0	0	*46*
Total Approved Trips	*0*	*39*	*0*	*0*	*0*	*0*	*0*	*19*	*0*	*0*	*0*	*0*	*58*
Background Conditions	0	293	8	11	0	38	20	276	0	0	0	0	*646*
Proposed Project Trips	*0*	*0*	*9*	*7*	*0*	*-3*	*10*	*-2*	*0*	*0*	*0*	*0*	*21*
Reassigned Fairmont Ave Trips	*0*	*-2*	*2*	*0*	*0*	*4*	*0*	*0*	*0*	*0*	*0*	*0*	*4*
Passby Trips	*0*	*-1*	*1*	*2*	*0*	*0*	*4*	*-1*	*0*	*0*	*0*	*0*	*5*
Background + Project Conditions	0	290	20	20	0	39	34	273	0	0	0	0	*676*
													0

Intersection Number: 5
Traffix Node Number: 5
Intersection Name: Hope St and Yosemite Ave
Peak Hour: PM
Count Date: 09/12/24

Date of Analysis: 12/12/24

Scenario	Movements												
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	12	11	1	1	20	2	1	33	14	0	20	8	*123*
Approved Project Trips													
City Lot 12	0	0	0	0	0	0	0	0	0	0	0	0	*0*
590 Castro St	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Total Approved Trips	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Background Conditions	12	11	1	1	20	2	1	33	14	0	20	8	*123*
Proposed Project Trips	*0*	*4*	*0*	*0*	*0*	*0*	*0*	*3*	*7*	*21*	*0*	*-3*	*32*
Reassigned Fairmont Ave Trips	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*-4*	*0*	*2*	*0*	*4*	*2*
Passby Trips	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*2*	*5*	*0*	*0*	*7*
Background + Project Conditions	12	15	1	1	20	2	1	32	23	28	20	9	*164*
								30				11	*41*

Intersection Number: 6
Traffix Node Number: 6
Intersection Name: Hope St and Fairmont Ave
Peak Hour: PM
Count Date: 09/12/24

Date of Analysis: 12/12/24

Scenario	Movements												
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	1	7	3	4	0	2	4	39	4	8	20	10	*102*
Approved Project Trips													
City Lot 12	0	0	0	0	0	0	0	0	0	0	0	0	*0*
590 Castro St	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Total Approved Trips	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Background Conditions	1	7	3	4	0	2	4	39	4	8	20	10	*102*
Proposed Project Trips	*-1*	*25*	*0*	*0*	*0*	*0*	*0*	*10*	*-4*	*-4*	*0*	*-1*	*25*
Reassigned Fairmont Ave Trips	*0*	*0*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*-4*	*-20*	*-10*	*-32*
Passby Trips	*0*	*5*	*0*	*0*	*0*	*0*	*0*	*2*	*0*	*0*	*0*	*0*	*7*
Background + Project Conditions	0	37	5	4	0	2	4	51	0	0	0	0	*103*
													0

Intersection Number: 7
Traffix Node Number: 7
Intersection Name: Hope St and El Camino Real
Peak Hour: PM
Count Date: 09/12/24

Date of Analysis: 12/12/24

Scenario	Movements												
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	17	0	0	36	1661	0	19	0	0	10	1496	0	*3239*
Approved Project Trips													
City Lot 12	0	0	0	0	7	0	0	0	0	0	5	0	*12*
590 Castro St	0	0	0	0	7	0	0	0	0	0	19	0	*26*
Total Approved Trips	*0*	*0*	*0*	*0*	*14*	*0*	*0*	*0*	*0*	*0*	*24*	*0*	*38*
Background Conditions	17	0	0	36	1675	0	19	0	0	10	1520	0	*3277*
Proposed Project Trips	*18*	*0*	*0*	*14*	*0*	*0*	*0*	*0*	*0*	*0*	*10*	*0*	*42*
Reassigned Fairmont Ave Trips	*-4*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*24*	*0*	*20*
Passby Trips	*7*	*0*	*0*	*3*	*-3*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*7*
Background + Project Conditions	38	0	0	53	1672	0	19	0	0	10	1554	0	*3346*
													0

Intersection Number: 8
Traffix Node Number: 8
Intersection Name: Castro St and Church St
Peak Hour: PM
Count Date: 09/12/24

Date of Analysis: 12/12/24

Scenario	Movements												
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	21	161	6	18	77	45	48	170	48	51	89	17	*751*
Approved Project Trips													
City Lot 12	0	5	0	0	0	0	0	7	0	0	0	0	*12*
590 Castro St	2	0	0	0	0	0	0	0	12	34	2	6	*56*
Total Approved Trips	*2*	*5*	*0*	*0*	*0*	*0*	*0*	*7*	*12*	*34*	*2*	*6*	*68*
Background Conditions	23	166	6	18	77	45	48	177	60	85	91	23	*819*
Proposed Project Trips	*0*	*2*	*0*	*0*	*0*	*0*	*0*	*1*	*4*	*7*	*0*	*0*	*14*
Reassigned Fairmont Ave Trips	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Passby Trips	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*-1*	*0*	*0*	*0*	*-1*
Background + Project Conditions	23	168	6	18	77	45	48	178	63	92	91	23	*832*
													0

Intersection Number: 9
Traffix Node Number: 9
Intersection Name: Shoreline Blvd and Church St
Peak Hour: PM
Count Date: 09/12/24

Date of Analysis: 12/12/24

Scenario	Movements												
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	15	729	126	67	34	57	48	555	16	29	56	23	*1755*
Approved Project Trips													
City Lot 12	0	5	0	0	0	0	0	7	0	0	0	0	*12*
590 Castro St	0	0	19	45	0	7	3	0	0	0	0	0	*74*
Total Approved Trips	*0*	*5*	*19*	*45*	*0*	*7*	*3*	*7*	*0*	*0*	*0*	*0*	*86*
Background Conditions	15	734	145	112	34	64	51	562	16	29	56	23	*1841*
Proposed Project Trips	*0*	*-1*	*7*	*4*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*10*
Reassigned Fairmont Ave Trips	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Passby Trips	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Background + Project Conditions	15	733	152	116	34	64	51	562	16	29	56	23	*1851*
													0

Intersection Number: 10
Traffix Node Number: 1004
Intersection Name: Shoreline Blvd/Miramonte Ave and El Camino Real*
Peak Hour: PM
Count Date: 09/12/24

Date of Analysis: 12/12/24

	Movements												
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
Scenario	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	302	351	173	112	1175	114	24	188	132	147	1088	294	*4100*
Approved Project Trips													
City Lot 12	5	0	0	0	0	0	0	0	0	0	0	7	*12*
590 Castro St	7	0	0	0	7	0	0	0	0	0	2	3	*19*
Total Approved Trips	*12*	*0*	*0*	*0*	*7*	*0*	*0*	*0*	*0*	*0*	*2*	*10*	*31*
Background Conditions	314	351	173	112	1182	114	24	188	132	147	1090	304	*4131*
Proposed Project Trips	*0*	*0*	*-1*	*0*	*5*	*0*	*0*	*0*	*0*	*0*	*9*	*0*	*13*
Reassigned Fairmont Ave Trips	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Passby Trips	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Background + Project Conditions	314	351	172	112	1187	114	24	188	132	147	1099	304	*4144*

0

Intersection Number: 11
Traffix Node Number: 11
Intersection Name: Hope St and Project Dwy
Peak Hour: PM
Count Date: 09/12/24

Date of Analysis: 12/12/24

	Movements												
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
Scenario	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	0	17	0	0	0	0	0	36	0	0	0	0	*53*
Approved Project Trips													
City Lot 12	0	0	0	0	0	0	0	0	0	0	0	0	*0*
590 Castro St	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Total Approved Trips	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Background Conditions	0	17	0	0	0	0	0	36	0	0	0	0	*53*
Proposed Project Trips	*30*	*-9*	*0*	*0*	*0*	*0*	*0*	*-4*	*18*	*27*	*0*	*10*	*72*
Reassigned Fairmont Ave Trips	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Passby Trips	*5*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*3*	*7*	*0*	*2*	*17*
Background + Project Conditions	35	8	0	0	0	0	0	32	21	34	0	12	*142*

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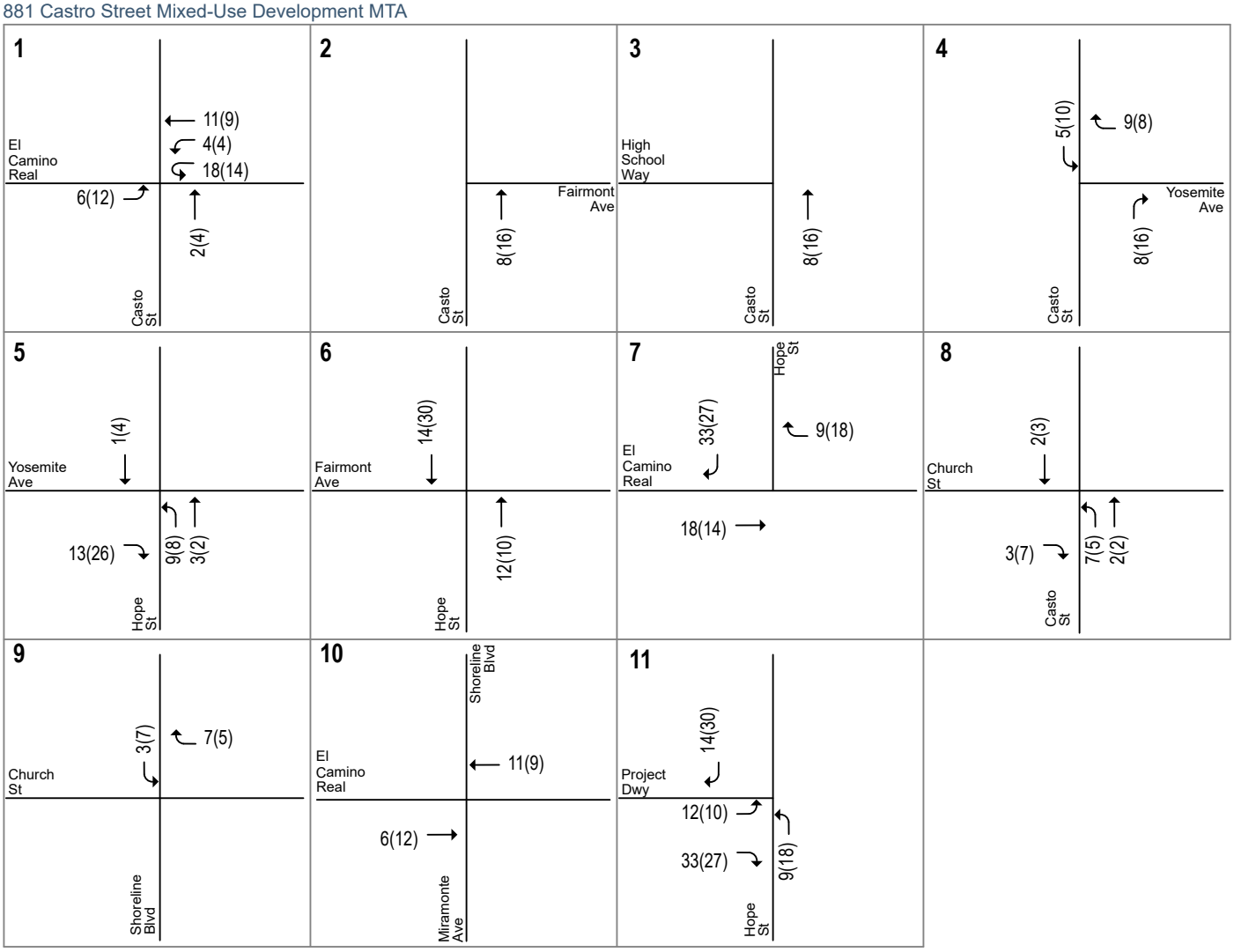
Appendix D

Gross Project Trip, Existing Trip Credit, and Retail Pass-By Trip Assignments



LEGEND

XX(XX) = AM(PM) Peak-Hour Trips

Figure A
Gross Project Trips

HEXAGON

NORTH
Not to Scale

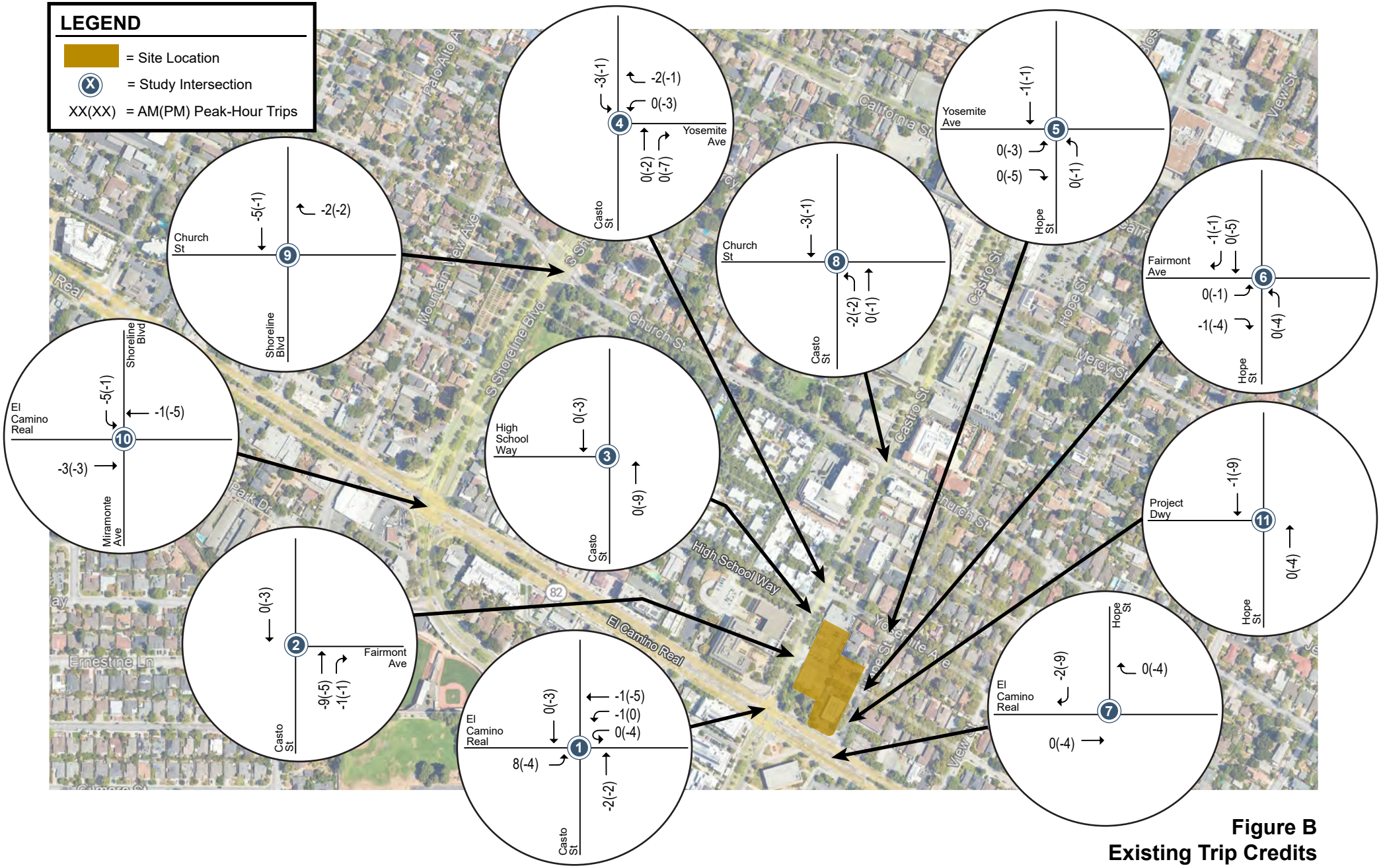


Figure B
Existing Trip Credits

HEXAGON

NORTH
Not to Scale

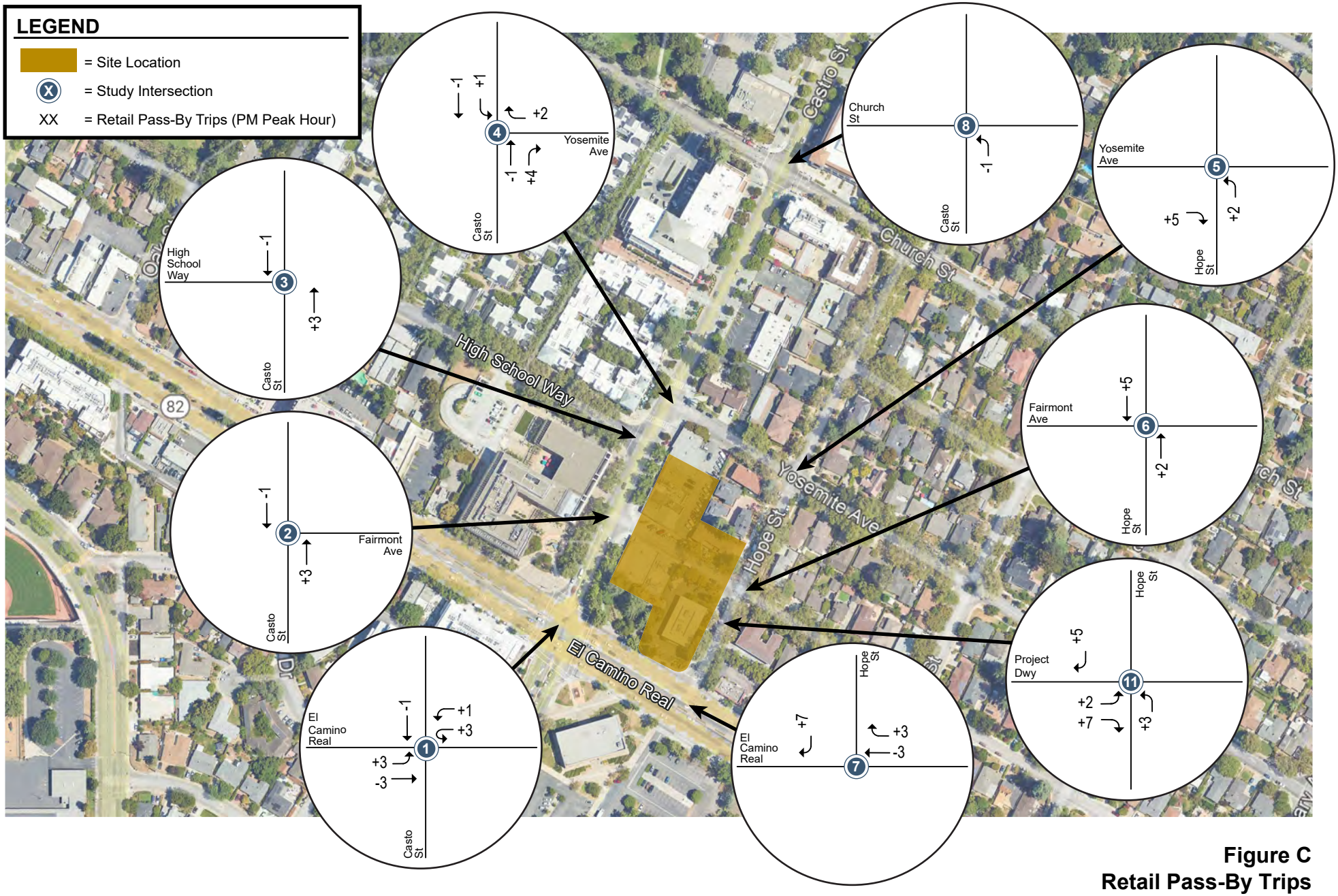


Figure C
Retail Pass-By Trips

NORTH
Not to Scale

Appendix E

Signal Warrant Analyses

0

TRAFFIC SIGNAL WARRANTS WORKSHEET

Analyst: JL date: 11/4/24

Major Street: Castro St
Minor Street: High School Way

Critical Approach Speed* (mph) 25
Critical Approach Speed* (mph) 25
**Posted Speed.*

Critical speed of major street traffic > 50 mph (64 km/h)……..…..….....……. ☐ or ☐ **Rural (R)**

In built up area of isolated community of < 10,000 population……..……..…. ☑ **Urban (U)**

AM PEAK PERIOD

Warrant 3 - Peak Hour
The need for a traffic control signal should be considered if an engineering study finds that the criteria in either of the following two categories (Parts A and B) are met:

PART A
(All parts 1, 2, and 3 below must be satisfied)

	AM PEAK PERIOD							
	Existing	Background	Background+Project					
Minor Street Approach Direction w/ Highest Delay	EB	EB	EB					
Highest Minor Street Average Delay (sec/veh)	10.3	10.5	10.5					
Corresponding Minor Street Approach Volume (veh/hr)	68	68	68					
Minor Street Total Delay (veh-hrs)	0.2	0.2	0.2					
Total Entering Volume (veh/hr)	653	706	712					
1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds 4 vehicle-hours for a 1-lane approach and 5 vehicle-hours for a 2-lane approach; AND	No	No	No					
2. The volume on the same minor street approach equals or exceeds 100 vph for 1 moving lane of traffic or 150 vph for 2 moving lanes; AND	No	No	No					
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with 4 or more approaches or 650 vph for intersections with 3 approaches.	Yes	Yes	Yes					
Signal Warranted based on Part A?	**No**	**No**	**No**					

PART B

		Approach Lanes		AM PEAK PERIOD							
		One	2 or More	Existing	Background	Background+Project					
Major Street - Both Approaches	Castro St	X		585	638	644					
Minor Street - Highest Approach	High School Way	X		68	68	68					
Signal Warranted based on Part B?				**No**	**No**	**No**					

The Warrant is satisfied if the plotted point for vehicles per hour on the major street (both approaches) and the corresponding per hour higher vehicle volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) fall above the applicable curves in California MUTCD Figure 4C-3 or 4C-4.

Source: California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2009 Edition, as amended for use in California).

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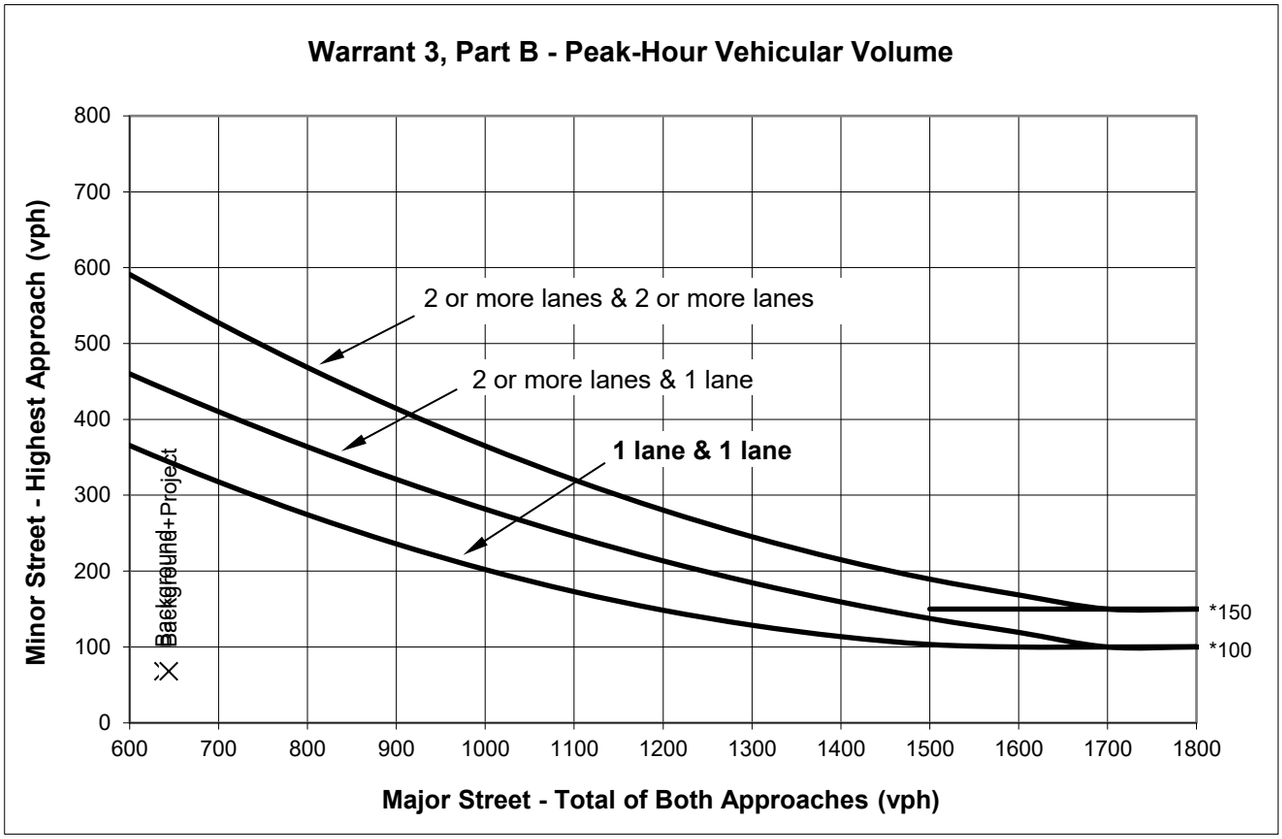
Castro St & High School Way **AM PEAK PERIOD**



Source: Figure 4C-3 *California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2009 Edition, as amended for use in California)* .

* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Warrant 3, Part B - Peak-Hour Vehicular Volume

		Approach Lanes		AM PEAK PERIOD							
		One	2 or More	Existing	Background	Background+Project					
Major Street - Both Approaches	Castro St	X		585	638	644					
Minor Street - Highest Approach	High School Way	X		68	68	68					
Signal Warranted Based on Part B - Peak-Hour Volumes?				**No**	**No**	**No**					

*Warrant is satisfied if plotted points fall above the appropriate curve in graph above.

0

TRAFFIC SIGNAL WARRANTS WORKSHEET

Analyst: JL date: 11/4/24

Major Street: Castro St — Critical Approach Speed* (mph) 25

Minor Street: High School Way — Critical Approach Speed* (mph) 25

**Posted Speed.*

Critical speed of major street traffic > 50 mph (64 km/h)…… ☐ or ☐ **Rural (R)**

In built up area of isolated community of < 10,000 population…… ☑ **Urban (U)**

PM PEAK HOUR

Warrant 3 - Peak Hour

The need for a traffic control signal should be considered if an engineering study finds that the criteria in either of the following two categories (Parts A and B) are met:

PART A

(All parts 1, 2, and 3 below must be satisfied)

	PM PEAK HOUR							
	Existing	Background	Background+Project					
Minor Street Approach Direction w/ Highest Delay	EB	EB	EB					
Highest Minor Street Average Delay (sec/veh)	11.5	12.0	12.0					
Corresponding Minor Street Approach Volume (veh/hr)	114	114	114					
Minor Street Total Delay (veh-hrs)	0.4	0.4	0.4					
Total Entering Volume (veh/hr)	723	781	790					
1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds 4 vehicle-hours for a 1-lane approach and 5 vehicle-hours for a 2-lane approach; AND	No	No	No					
2. The volume on the same minor street approach equals or exceeds 100 vph for 1 moving lane of traffic or 150 vph for 2 moving lanes; AND	No	No	No					
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with 4 or more approaches or 650 vph for intersections with 3 approaches.	Yes	Yes	Yes					
Signal Warranted based on Part A?	**No**	**No**	**No**					

PART B

		Approach Lanes		PM PEAK HOUR							
		One	2 or More	Existing	Background	Background+Project					
Major Street - Both Approaches	Castro St	X		609	667	676					
Minor Street - Highest Approach	High School Way	X		114	114	114					
Signal Warranted based on Part B?				**No**	**No**	**No**					

The Warrant is satisfied if the plotted point for vehicles per hour on the major street (both approaches) and the corresponding per hour higher vehicle volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) fall above the applicable curves in California MUTCD Figure 4C-3 or 4C-4.

Source: California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2009 Edition, as amended for use in California).

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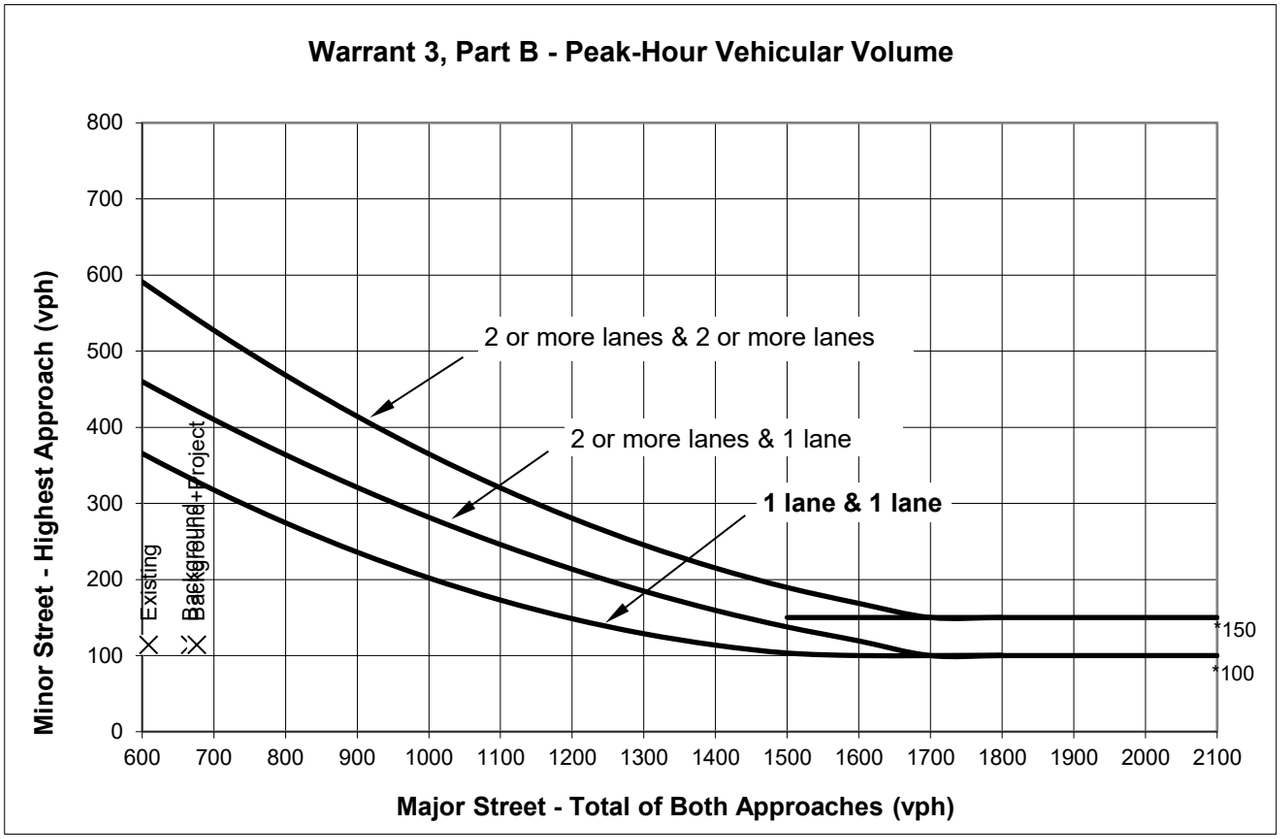
Castro St & High School Way **PM PEAK HOUR**



Source: Figure 4C-3 *California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2009 Edition, as amended for use in California)* .

* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Warrant 3, Part B - Peak-Hour Vehicular Volume

		Approach Lanes		PM PEAK HOUR							
		One	2 or More	Existing	Background	Background+Project					
Major Street - Both Approaches	Castro St	X		609	667	676					
Minor Street - Highest Approach	High School Way	X		114	114	114					
Signal Warranted Based on Part B - Peak-Hour Volumes?				**No**	**No**	**No**					

*Warrant is satisfied if plotted points fall above the appropriate curve in graph above.

0

TRAFFIC SIGNAL WARRANTS WORKSHEET

Analyst: 0 date: 1/0/00

Major Street: Castro St
Minor Street: Yosemite Ave

Critical Approach Speed* (mph) 25
Critical Approach Speed* (mph) 25
**Posted Speed.*

Critical speed of major street traffic > 50 mph (64 km/h)……..…..….....……. ☐ or ☐ **Rural (R)**

In built up area of isolated community of < 10,000 population……..……..…. ☑ **Urban (U)**

AM PEAK PERIOD

Warrant 3 - Peak Hour
The need for a traffic control signal should be considered if an engineering study finds that the criteria in either of the following two categories (Parts A and B) are met:

PART A
(All parts 1, 2, and 3 below must be satisfied)

	AM PEAK PERIOD							
	Existing	Background	Background+Project					
Minor Street Approach Direction w/ Highest Delay	WB	WB	WB					
Highest Minor Street Average Delay (sec/veh)	11.8	12.3	12.2					
Corresponding Minor Street Approach Volume (veh/hr)	34	34	41					
Minor Street Total Delay (veh-hrs)	0.1	0.1	0.1					
Total Entering Volume (veh/hr)	542	595	612					
1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds 4 vehicle-hours for a 1-lane approach and 5 vehicle-hours for a 2-lane approach; AND	No	No	No					
2. The volume on the same minor street approach equals or exceeds 100 vph for 1 moving lane of traffic or 150 vph for 2 moving lanes; AND	No	No	No					
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with 4 or more approaches or 650 vph for intersections with 3 approaches.	No	No	No					
Signal Warranted based on Part A?	**No**	**No**	**No**					

PART B

		Approach Lanes		AM PEAK PERIOD							
		One	2 or More	Existing	Background	Background+Project					
Major Street - Both Approaches	Castro St	X		508	561	571					
Minor Street - Highest Approach	Yosemite Ave	X		34	34	41					
Signal Warranted based on Part B?				**No**	**No**	**No**					

The Warrant is satisfied if the plotted point for vehicles per hour on the major street (both approaches) and the corresponding per hour higher vehicle volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) fall above the applicable curves in California MUTCD Figure 4C-3 or 4C-4.

Source: California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2009 Edition, as amended for use in California).

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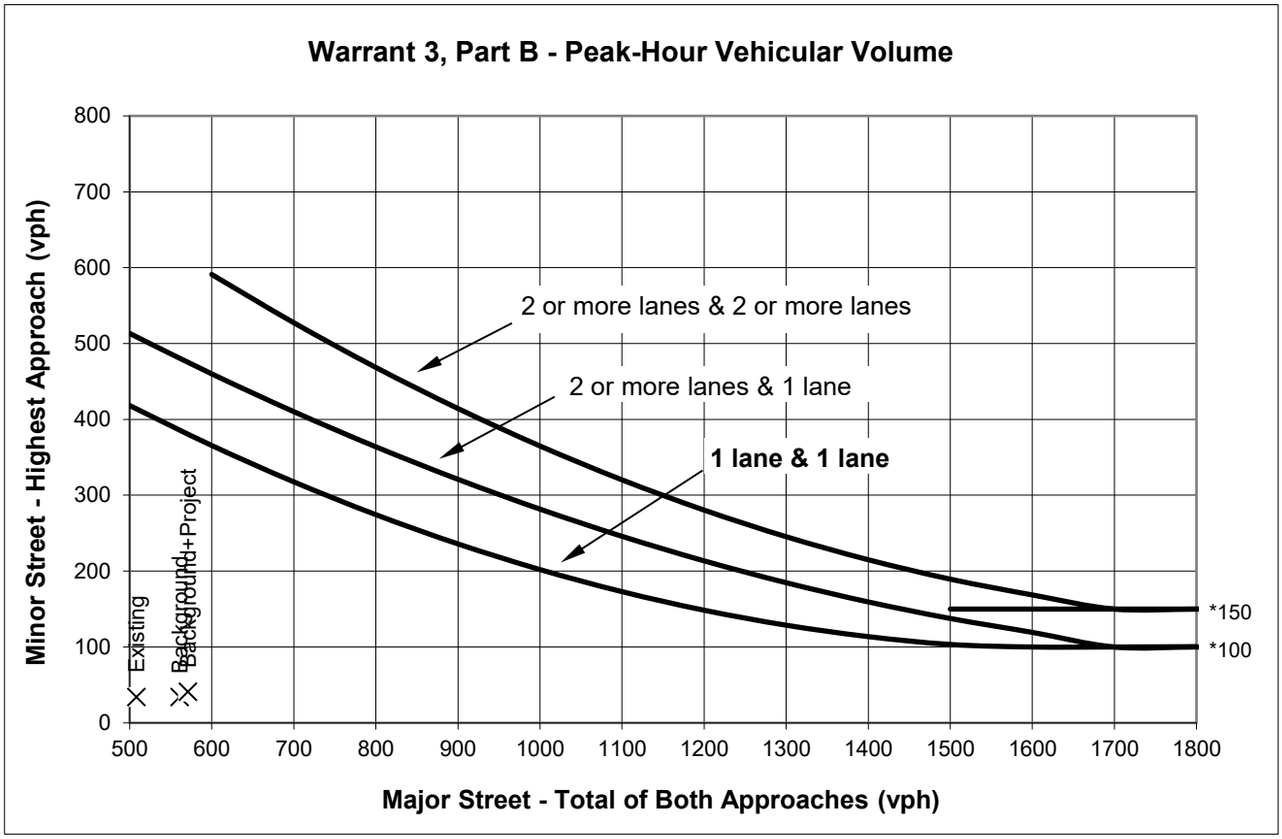
Castro St & Yosemite Ave **AM PEAK PERIOD**



Source: Figure 4C-3 *California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2009 Edition, as amended for use in California)* .

* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Warrant 3, Part B - Peak-Hour Vehicular Volume

		Approach Lanes		AM PEAK PERIOD							
		One	2 or More	Existing	Background	Background+Project					
Major Street - Both Approaches	Castro St	X		508	561	571					
Minor Street - Highest Approach	Yosemite Ave	X		34	34	41					
Signal Warranted Based on Part B - Peak-Hour Volumes?				**No**	**No**	**No**					

*Warrant is satisfied if plotted points fall above the appropriate curve in graph above.

0

TRAFFIC SIGNAL WARRANTS WORKSHEET

Analyst: 0 date: 1/0/00

Major Street: Castro St
Minor Street: Yosemite Ave

Critical Approach Speed* (mph) 25
Critical Approach Speed* (mph) 25
**Posted Speed.*

Critical speed of major street traffic > 50 mph (64 km/h)……..…..….....……. ☐ or ☐ **Rural (R)**

In built up area of isolated community of < 10,000 population……..……..…. ☑ **Urban (U)**

PM PEAK HOUR

Warrant 3 - Peak Hour
The need for a traffic control signal should be considered if an engineering study finds that the criteria in either of the following two categories (Parts A and B) are met:

PART A
(All parts 1, 2, and 3 below must be satisfied)

	PM PEAK HOUR							
	Existing	Background	Background+Project					
Minor Street Approach Direction w/ Highest Delay	WB	WB	WB					
Highest Minor Street Average Delay (sec/veh)	12.2	12.8	12.8					
Corresponding Minor Street Approach Volume (veh/hr)	49	49	59					
Minor Street Total Delay (veh-hrs)	0.2	0.2	0.2					
Total Entering Volume (veh/hr)	588	646	676					
1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds 4 vehicle-hours for a 1-lane approach and 5 vehicle-hours for a 2-lane approach; AND	No	No	No					
2. The volume on the same minor street approach equals or exceeds 100 vph for 1 moving lane of traffic or 150 vph for 2 moving lanes; AND	No	No	No					
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with 4 or more approaches or 650 vph for intersections with 3 approaches.	No	No	No					
Signal Warranted based on Part A?	**No**	**No**	**No**					

PART B

		Approach Lanes		PM PEAK HOUR							
		One	2 or More	Existing	Background	Background+Project					
Major Street - Both Approaches	Castro St	X		539	597	617					
Minor Street - Highest Approach	Yosemite Ave	X		49	49	59					
Signal Warranted based on Part B?				**No**	**No**	**No**					

The Warrant is satisfied if the plotted point for vehicles per hour on the major street (both approaches) and the corresponding per hour higher vehicle volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) fall above the applicable curves in California MUTCD Figure 4C-3 or 4C-4.

Source: California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2009 Edition, as amended for use in California).

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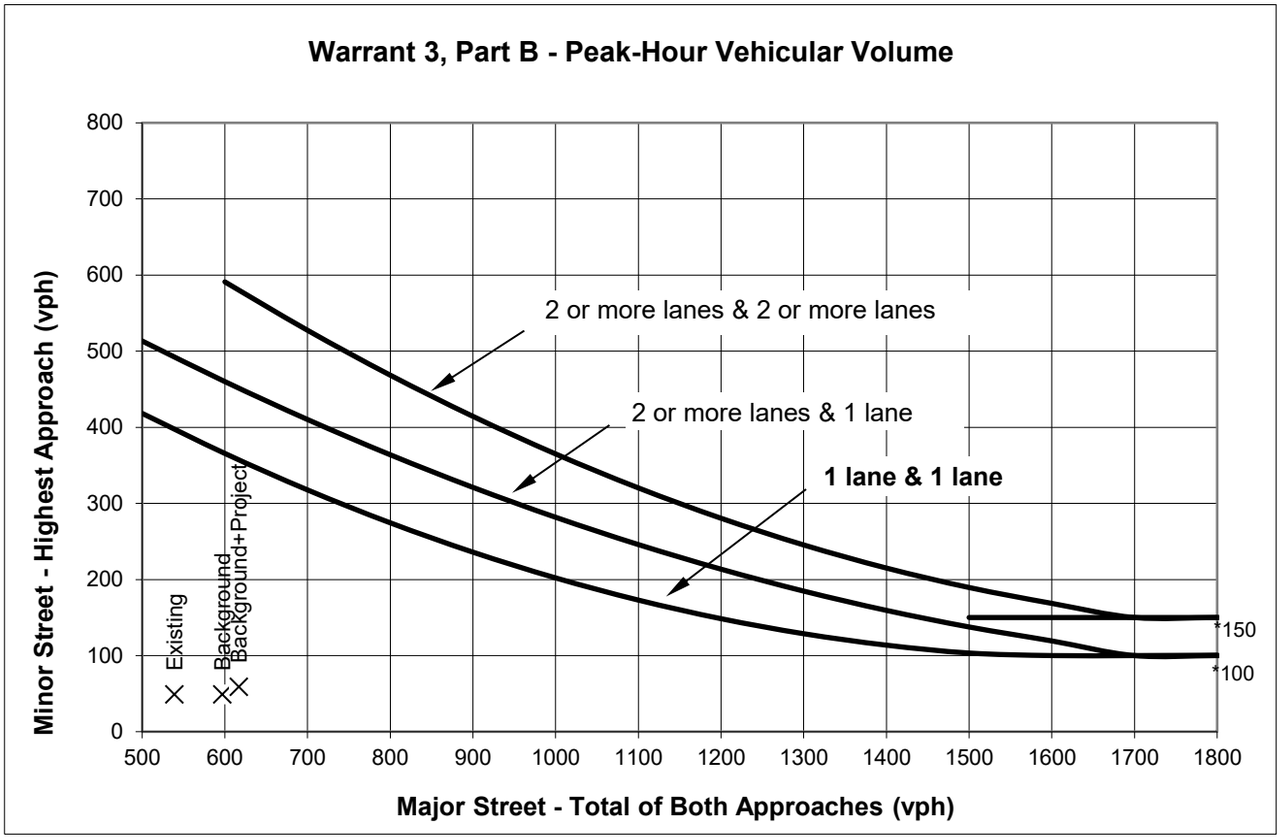
Castro St & Yosemite Ave **PM PEAK HOUR**



Source: Figure 4C-3 *California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2009 Edition, as amended for use in California)* .

* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Warrant 3, Part B - Peak-Hour Vehicular Volume

		Approach Lanes		PM PEAK HOUR							
		One	2 or More	Existing	Background	Background+Project					
Major Street - Both Approaches	Castro St	X		539	597	617					
Minor Street - Highest Approach	Yosemite Ave	X		49	49	59					
Signal Warranted Based on Part B - Peak-Hour Volumes?				**No**	**No**	**No**					

*Warrant is satisfied if plotted points fall above the appropriate curve in graph above.

0

TRAFFIC SIGNAL WARRANTS WORKSHEET

Analyst: JL date: 11/4/24

Major Street: Hope St
Minor Street: Yosemite Ave

Critical Approach Speed* (mph) 25
Critical Approach Speed* (mph) 25
**Posted Speed.*

Critical speed of major street traffic > 50 mph (64 km/h)……..…..….....……. ☐ or ☐ **Rural (R)**

In built up area of isolated community of < 10,000 population……..……..….. ☑ **Urban (U)**

AM PEAK PERIOD

Warrant 3 - Peak Hour
The need for a traffic control signal should be considered if an engineering study finds that the criteria in either of the following two categories (Parts A and B) are met:

PART A
(All parts 1, 2, and 3 below must be satisfied)

	AM PEAK PERIOD							
	Existing	Background	Background+Project					
Minor Street Approach Direction w/ Highest Delay	NB	NB	NB					
Highest Minor Street Average Delay (sec/veh)	9.3	9.3	9.4					
Corresponding Minor Street Approach Volume (veh/hr)	37	37	49					
Minor Street Total Delay (veh-hrs)	0.1	0.1	0.1					
Total Entering Volume (veh/hr)	91	91	119					
1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds 4 vehicle-hours for a 1-lane approach and 5 vehicle-hours for a 2-lane approach; AND	No	No	No					
2. The volume on the same minor street approach equals or exceeds 100 vph for 1 moving lane of traffic or 150 vph for 2 moving lanes; AND	No	No	No					
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with 4 or more approaches or 650 vph for intersections with 3 approaches.	No	No	No					
Signal Warranted based on Part A?	**No**	**No**	**No**					

PART B

		Approach Lanes		AM PEAK PERIOD							
		One	2 or More	Existing	Background	Background+Project					
Major Street - Both Approaches	Hope St	X		52	52	65					
Minor Street - Highest Approach	Yosemite Ave	X		25	25	40					
Signal Warranted based on Part B?				**No**	**No**	**No**					

The Warrant is satisfied if the plotted point for vehicles per hour on the major street (both approaches) and the corresponding per hour higher vehicle volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) fall above the applicable curves in California MUTCD Figure 4C-3 or 4C-4.

Source: California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2009 Edition, as amended for use in California).

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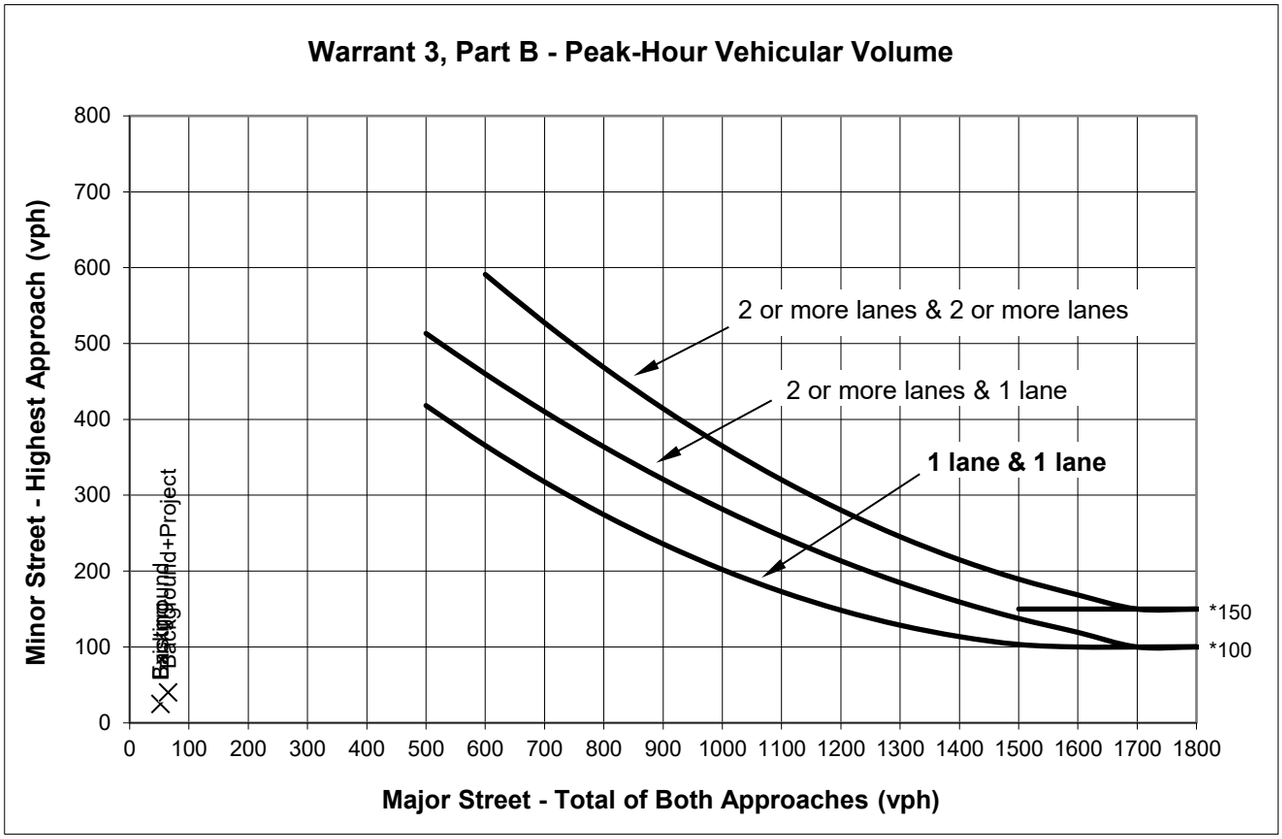
Hope St & Yosemite Ave **AM PEAK PERIOD**



Source: Figure 4C-3 *California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2009 Edition, as amended for use in California)* .

* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Warrant 3, Part B - Peak-Hour Vehicular Volume

		Approach Lanes		AM PEAK PERIOD							
		One	2 or More	Existing	Background	Background+Project					
Major Street - Both Approaches	Hope St	X		52	52	65					
Minor Street - Highest Approach	Yosemite Ave	X		25	25	40					
Signal Warranted Based on Part B - Peak-Hour Volumes?				**No**	**No**	**No**					

*Warrant is satisfied if plotted points fall above the appropriate curve in graph above.

0

TRAFFIC SIGNAL WARRANTS WORKSHEET

Analyst: JL date: 11/4/24

Major Street: Hope St
Minor Street: Yosemite Ave

Critical Approach Speed* (mph) 25
Critical Approach Speed* (mph) 25
**Posted Speed.*

Critical speed of major street traffic > 50 mph (64 km/h)……..…..…....……. ☐ or ☐ **Rural (R)**

In built up area of isolated community of < 10,000 population……..……..…. ☑ **Urban (U)**

PM PEAK HOUR

Warrant 3 - Peak Hour
The need for a traffic control signal should be considered if an engineering study finds that the criteria in either of the following two categories (Parts A and B) are met:

PART A
(All parts 1, 2, and 3 below must be satisfied)

	PM PEAK HOUR							
	Existing	Background	Background+Project					
Minor Street Approach Direction w/ Highest Delay	NB	NB	NB					
Highest Minor Street Average Delay (sec/veh)	9.5	9.5	9.6					
Corresponding Minor Street Approach Volume (veh/hr)	48	48	56					
Minor Street Total Delay (veh-hrs)	0.1	0.1	0.1					
Total Entering Volume (veh/hr)	123	123	164					
1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds 4 vehicle-hours for a 1-lane approach and 5 vehicle-hours for a 2-lane approach; AND	No	No	No					
2. The volume on the same minor street approach equals or exceeds 100 vph for 1 moving lane of traffic or 150 vph for 2 moving lanes; AND	No	No	No					
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with 4 or more approaches or 650 vph for intersections with 3 approaches.	No	No	No					
Signal Warranted based on Part A?	**No**	**No**	**No**					

PART B

		Approach Lanes		PM PEAK HOUR							
		One	2 or More	Existing	Background	Background+Project					
Major Street - Both Approaches	Hope St	X		72	72	84					
Minor Street - Highest Approach	Yosemite Ave	X		28	28	57					
Signal Warranted based on Part B?				**No**	**No**	**No**					

The Warrant is satisfied if the plotted point for vehicles per hour on the major street (both approaches) and the corresponding per hour higher vehicle volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) fall above the applicable curves in California MUTCD Figure 4C-3 or 4C-4.

Source: California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2009 Edition, as amended for use in California).

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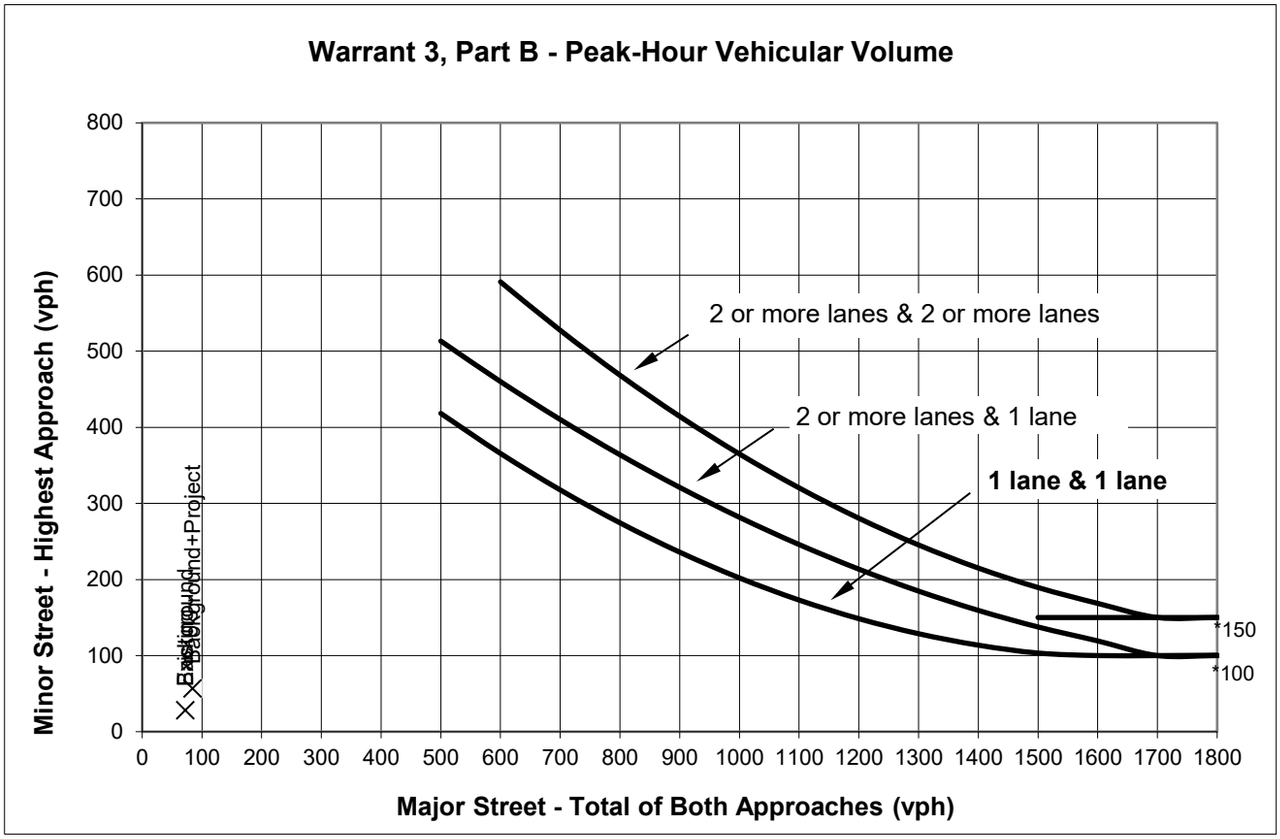
Hope St & Yosemite Ave **PM PEAK HOUR**



Source: Figure 4C-3 *California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2009 Edition, as amended for use in California)* .

* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Warrant 3, Part B - Peak-Hour Vehicular Volume

		Approach Lanes		PM PEAK HOUR							
		One	2 or More	Existing	Background	Background+Project					
Major Street - Both Approaches	Hope St	X		72	72	84					
Minor Street - Highest Approach	Yosemite Ave	X		28	28	57					
Signal Warranted Based on Part B - Peak-Hour Volumes?				**No**	**No**	**No**					

*Warrant is satisfied if plotted points fall above the appropriate curve in graph above.

0

TRAFFIC SIGNAL WARRANTS WORKSHEET

Analyst: JL date: 11/4/24

Major Street: Hope St
Minor Street: Fairmont Ave

Critical Approach Speed* (mph) 25
Critical Approach Speed* (mph) 25
**Posted Speed.*

Critical speed of major street traffic > 50 mph (64 km/h)……..…...….....……..
In built up area of isolated community of < 10,000 population……...……..…..

☐ or ☐ **Rural (R)**

☑ **Urban (U)**

AM PEAK PERIOD

Warrant 3 - Peak Hour
The need for a traffic control signal should be considered if an engineering study finds that the criteria in either of the following two categories (Parts A and B) are met:

PART A
(All parts 1, 2, and 3 below must be satisfied)

	AM PEAK PERIOD							
	Existing	Background	Background+Project					
Minor Street Approach Direction w/ Highest Delay	EB	EB	WB					
Highest Minor Street Average Delay (sec/veh)	9.1	9.1	8.9					
Corresponding Minor Street Approach Volume (veh/hr)	5	5	2					
Minor Street Total Delay (veh-hrs)	0.0	0.0	0.0					
Total Entering Volume (veh/hr)	56	56	78					
1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds 4 vehicle-hours for a 1-lane approach and 5 vehicle-hours for a 2-lane approach; AND	No	No	No					
2. The volume on the same minor street approach equals or exceeds 100 vph for 1 moving lane of traffic or 150 vph for 2 moving lanes; AND	No	No	No					
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with 4 or more approaches or 650 vph for intersections with 3 approaches.	No	No	No					
Signal Warranted based on Part A?	**No**	**No**	**No**					

PART B

		Approach Lanes		AM PEAK PERIOD							
		One	2 or More	Existing	Background	Background+Project					
Major Street - Both Approaches	Hope St	X		48	48	76					
Minor Street - Highest Approach	Fairmont Ave	X		5	5	2					
Signal Warranted based on Part B?				**No**	**No**	**No**					

The Warrant is satisfied if the plotted point for vehicles per hour on the major street (both approaches) and the corresponding per hour higher vehicle volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) fall above the applicable curves in California MUTCD Figure 4C-3 or 4C-4.

Source: California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2009 Edition, as amended for use in California).

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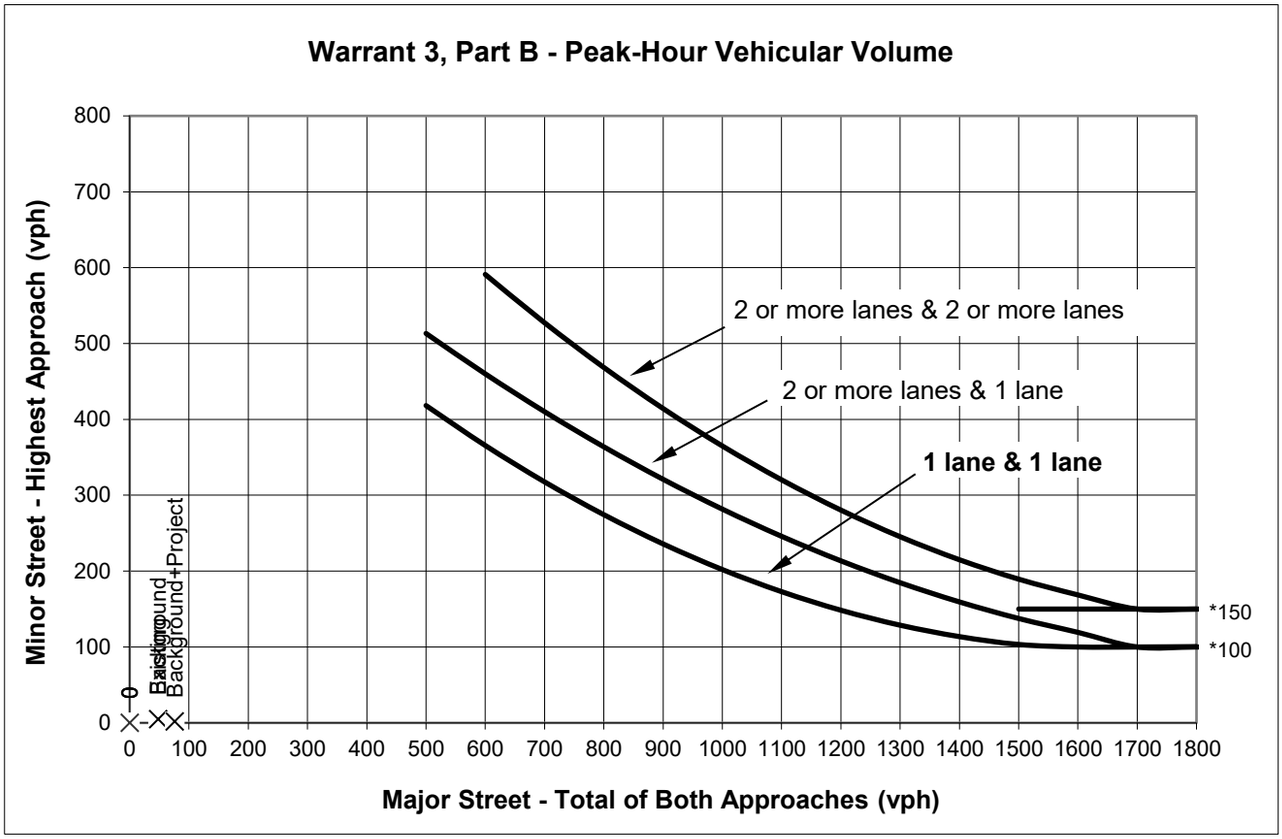
Hope St & Fairmont Ave **AM PEAK PERIOD**



Source: Figure 4C-3 *California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2009 Edition, as amended for use in California)* .

* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Warrant 3, Part B - Peak-Hour Vehicular Volume

		Approach Lanes		AM PEAK PERIOD							
		One	2 or More	Existing	Background	Background+Project	0	0	0	0	
Major Street - Both Approaches	Hope St	X		48	48	76	0	0	0	0	
Minor Street - Highest Approach	Fairmont Ave	X		5	5	2	0	0	0	0	
Signal Warranted Based on Part B - Peak-Hour Volumes?				**No**	**No**	**No**	**No**	**No**	**No**	**No**	

*Warrant is satisfied if plotted points fall above the appropriate curve in graph above.

0

TRAFFIC SIGNAL WARRANTS WORKSHEET

Analyst: JL date: 11/4/24

Major Street: Hope St
Minor Street: Fairmont Ave

Critical Approach Speed* (mph) 25
Critical Approach Speed* (mph) 25
**Posted Speed.*

Critical speed of major street traffic > 50 mph (64 km/h)……..…..…....……. ☐ or ☐ **Rural (R)**

In built up area of isolated community of < 10,000 population……..……..…. ☑ **Urban (U)**

PM PEAK HOUR

Warrant 3 - Peak Hour
The need for a traffic control signal should be considered if an engineering study finds that the criteria in either of the following two categories (Parts A and B) are met:

PART A
(All parts 1, 2, and 3 below must be satisfied)

	PM PEAK HOUR							
	Existing	Background	Background+Project					
Minor Street Approach Direction w/ Highest Delay	EB	EB	WB					
Highest Minor Street Average Delay (sec/veh)	9.2	9.2	8.7					
Corresponding Minor Street Approach Volume (veh/hr)	38	38	6					
Minor Street Total Delay (veh-hrs)	0.1	0.1	0.0					
Total Entering Volume (veh/hr)	103	103	103					
1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds 4 vehicle-hours for a 1-lane approach and 5 vehicle-hours for a 2-lane approach; AND	No	No	No					
2. The volume on the same minor street approach equals or exceeds 100 vph for 1 moving lane of traffic or 150 vph for 2 moving lanes; AND	No	No	No					
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with 4 or more approaches or 650 vph for intersections with 3 approaches.	No	No	No					
Signal Warranted based on Part A?	**No**	**No**	**No**					

PART B

		Approach Lanes		PM PEAK HOUR							
		One	2 or More	Existing	Background	Background+Project					
Major Street - Both Approaches	Hope St	X		58	58	97					
Minor Street - Highest Approach	Fairmont Ave	X		38	38	6					
Signal Warranted based on Part B?				**No**	**No**	**No**					

The Warrant is satisfied if the plotted point for vehicles per hour on the major street (both approaches) and the corresponding per hour higher vehicle volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) fall above the applicable curves in California MUTCD Figure 4C-3 or 4C-4.

Source: California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2009 Edition, as amended for use in California).

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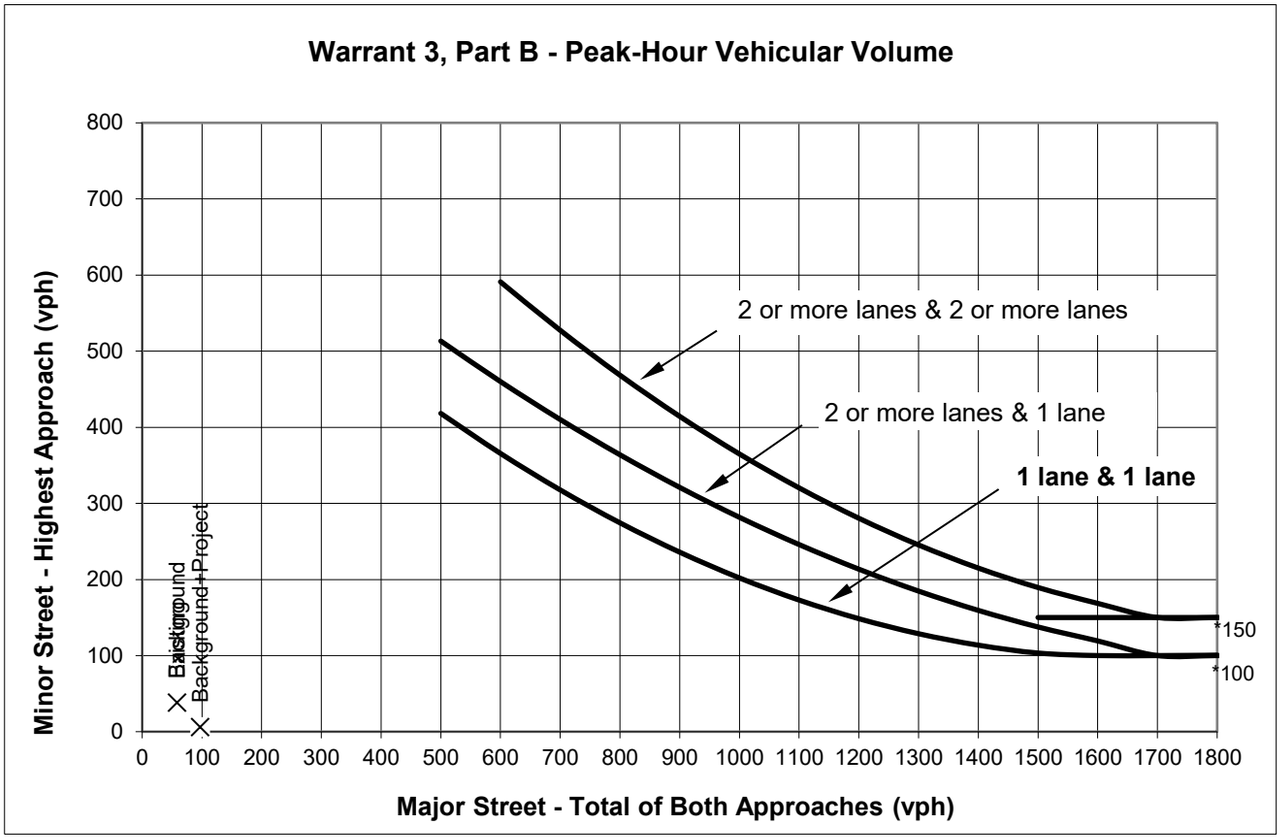
Hope St & Fairmont Ave **PM PEAK HOUR**



Source: Figure 4C-3 *California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2009 Edition, as amended for use in California)* .

* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Warrant 3, Part B - Peak-Hour Vehicular Volume

		Approach Lanes		PM PEAK HOUR							
		One	2 or More	Existing	Background	Background+Project					
Major Street - Both Approaches	Hope St	X		58	58	97					
Minor Street - Highest Approach	Fairmont Ave	X		38	38	6					
Signal Warranted Based on Part B - Peak-Hour Volumes?				**No**	**No**	**No**					

*Warrant is satisfied if plotted points fall above the appropriate curve in graph above.

0

TRAFFIC SIGNAL WARRANTS WORKSHEET

Analyst: JL date: 11/4/24

Major Street: El Camino Real
Minor Street: Hope St

Critical Approach Speed* (mph) 35
Critical Approach Speed* (mph) 25
**Posted Speed.*

Critical speed of major street traffic > 50 mph (64 km/h)……..…..….....……. ☐ or ☐ **Rural (R)**

In built up area of isolated community of < 10,000 population……..……..….. ☑ **Urban (U)**

AM PEAK PERIOD

Warrant 3 - Peak Hour
The need for a traffic control signal should be considered if an engineering study finds that the criteria in either of the following two categories (Parts A and B) are met:

PART A
(All parts 1, 2, and 3 below must be satisfied)

	AM PEAK PERIOD							
	Existing	Background	Background+Project					
Minor Street Approach Direction w/ Highest Delay	SB	SB	SB					
Highest Minor Street Average Delay (sec/veh)	12.3	12.3	12.8					
Corresponding Minor Street Approach Volume (veh/hr)	3	3	34					
Minor Street Total Delay (veh-hrs)	0.0	0.0	0.1					
Total Entering Volume (veh/hr)	2859	2859	2921					
1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds 4 vehicle-hours for a 1-lane approach and 5 vehicle-hours for a 2-lane approach; AND	No	No	No					
2. The volume on the same minor street approach equals or exceeds 100 vph for 1 moving lane of traffic or 150 vph for 2 moving lanes; AND	No	No	No					
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with 4 or more approaches or 650 vph for intersections with 3 approaches.	Yes	Yes	Yes					
Signal Warranted based on Part A?	**No**	**No**	**No**					

PART B

		Approach Lanes		AM PEAK PERIOD							
		One	2 or More	Existing	Background	Background+Project					
Major Street - Both Approaches	El Camino Real		X	2852	2852	2883					
Minor Street - Highest Approach	Hope St	X		4	4	34					
Signal Warranted based on Part B?				**No**	**No**	**No**					

The Warrant is satisfied if the plotted point for vehicles per hour on the major street (both approaches) and the corresponding per hour higher vehicle volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) fall above the applicable curves in California MUTCD Figure 4C-3 or 4C-4.

Source: California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2009 Edition, as amended for use in California).

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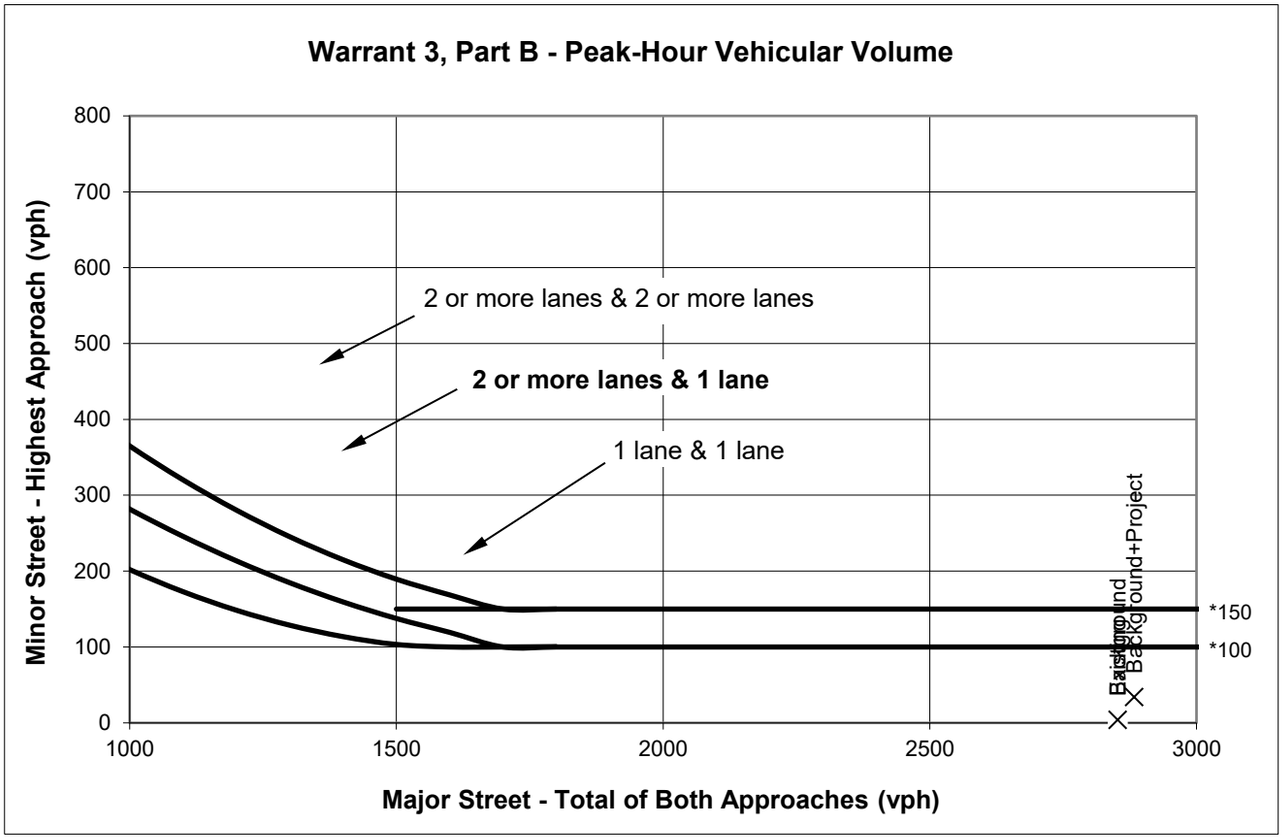
El Camino Real & Hope St **AM PEAK PERIOD**



Source: Figure 4C-3 *California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2009 Edition, as amended for use in California)* .

* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Warrant 3, Part B - Peak-Hour Vehicular Volume

		Approach Lanes		AM PEAK PERIOD							
		One	2 or More	Existing	Background	Background+Project					
Major Street - Both Approaches	El Camino Real		X	2852	2852	2883					
Minor Street - Highest Approach	Hope St	X		4	4	34					
Signal Warranted Based on Part B - Peak-Hour Volumes?				**No**	**No**	**No**					

*Warrant is satisfied if plotted points fall above the appropriate curve in graph above.

0

TRAFFIC SIGNAL WARRANTS WORKSHEET

Analyst: JL date: 11/4/24

Major Street: El Camino Real
Minor Street: Hope St

Critical Approach Speed* (mph) 35
Critical Approach Speed* (mph) 25
**Posted Speed.*

Critical speed of major street traffic > 50 mph (64 km/h)……..…..…....……. ☐ or ☐ **Rural (R)**

In built up area of isolated community of < 10,000 population……..……..…. ☑ **Urban (U)**

PM PEAK HOUR

Warrant 3 - Peak Hour
The need for a traffic control signal should be considered if an engineering study finds that the criteria in either of the following two categories (Parts A and B) are met:

PART A
(All parts 1, 2, and 3 below must be satisfied)

	PM PEAK HOUR							
	Existing	Background	Background+Project					
Minor Street Approach Direction w/ Highest Delay	SB	SB	SB					
Highest Minor Street Average Delay (sec/veh)	13.0	13.0	13.5					
Corresponding Minor Street Approach Volume (veh/hr)	17	17	38					
Minor Street Total Delay (veh-hrs)	0.1	0.1	0.1					
Total Entering Volume (veh/hr)	3239	3239	3308					
1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds 4 vehicle-hours for a 1-lane approach and 5 vehicle-hours for a 2-lane approach; AND	No	No	No					
2. The volume on the same minor street approach equals or exceeds 100 vph for 1 moving lane of traffic or 150 vph for 2 moving lanes; AND	No	No	No					
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with 4 or more approaches or 650 vph for intersections with 3 approaches.	Yes	Yes	Yes					
Signal Warranted based on Part A?	**No**	**No**	**No**					

PART B

		Approach Lanes		PM PEAK HOUR							
		One	2 or More	Existing	Background	Background+Project					
Major Street - Both Approaches	El Camino Real		X	3203	3203	3251					
Minor Street - Highest Approach	Hope St	X		19	19	38					
Signal Warranted based on Part B?				**No**	**No**	**No**					

The Warrant is satisfied if the plotted point for vehicles per hour on the major street (both approaches) and the corresponding per hour higher vehicle volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) fall above the applicable curves in California MUTCD Figure 4C-3 or 4C-4.

Source: California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2009 Edition, as amended for use in California).

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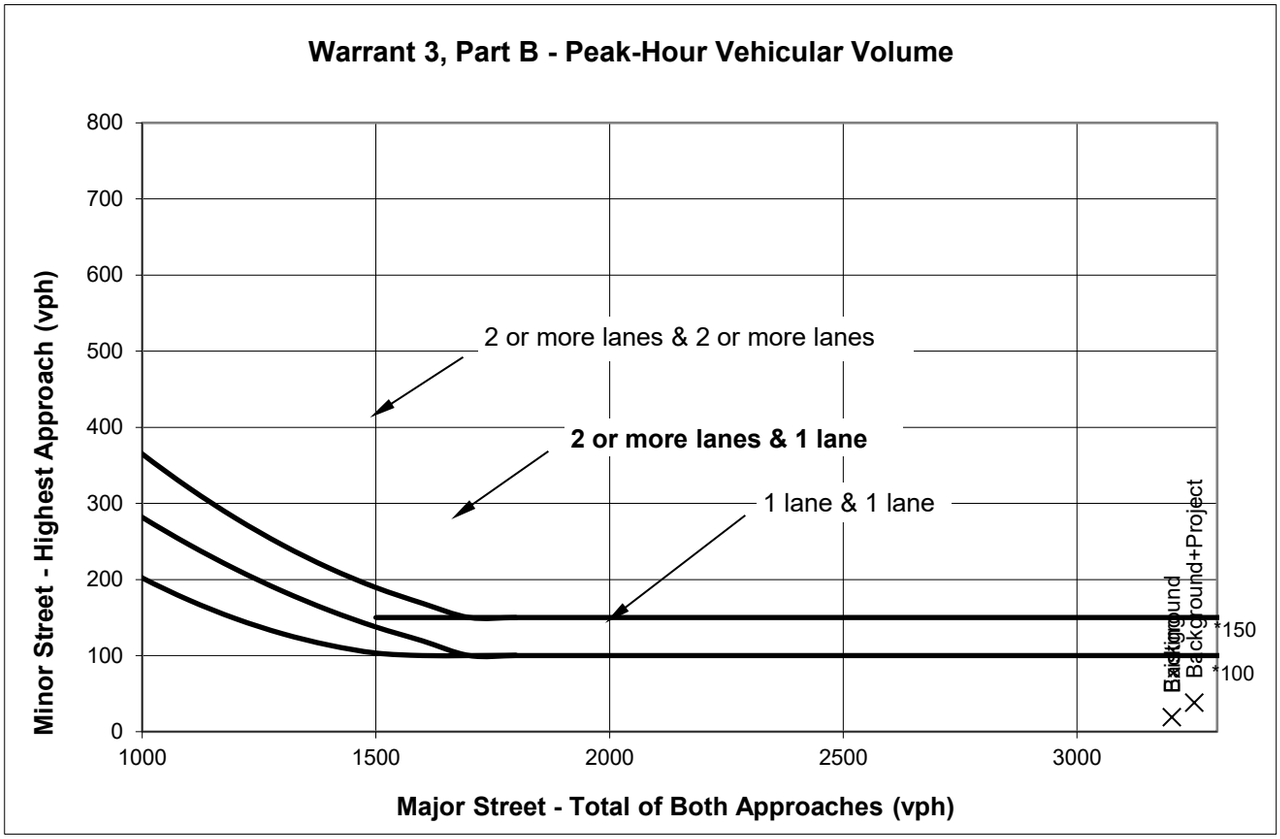
El Camino Real & Hope St **PM PEAK HOUR**



Source: Figure 4C-3 *California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2009 Edition, as amended for use in California)* .

* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Warrant 3, Part B - Peak-Hour Vehicular Volume

		Approach Lanes		PM PEAK HOUR							
		One	2 or More	Existing	Background	Background+Project					
Major Street - Both Approaches	El Camino Real		X	3203	3203	3251					
Minor Street - Highest Approach	Hope St	X		19	19	38					
Signal Warranted Based on Part B - Peak-Hour Volumes?				**No**	**No**	**No**					

*Warrant is satisfied if plotted points fall above the appropriate curve in graph above.

Santa Clara Countywide VMT Evaluation Tool - Version 2 - Report

Project Details

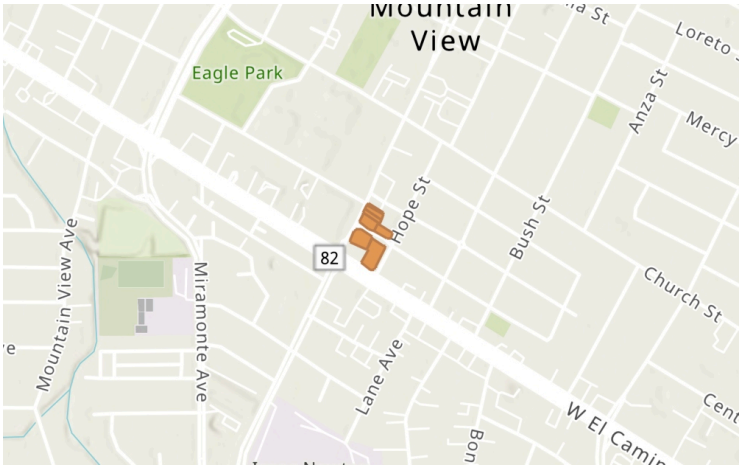
Timestamp of Analysis	December 16, 2024, 11:39:58 AM
Project Name	881 Castro St (Castro Commons) Mixed Use
Project Description	140 condominium units and 9,776 square feet of ground-floor commercial with two levels of below grade parking.

Project Location Map

Jurisdiction:

Mountain View

APN	TAZ
15806010	371
15806008	371
15806040	371
15806037	371
15806038	371
15806039	371
15806036	371



Analysis Details

Data Version	VTA Countywide Model December 2019
Analysis Methodology	Parcel Buffer Method
Baseline Year	2024

Project Land Use

Residential:

Single Family DU:	
Multifamily DU:	140
Total DUs:	140

Non-Residential:

Office KSF:	
Local Serving Retail KSF:	9
Industrial KSF:	

Residential Affordability (percent of all units):

Extremely Low Income:	0 %
Very Low Income:	0 %
Low Income:	0 %

Parking:

Motor Vehicle Parking:	120
Bicycle Parking:	182

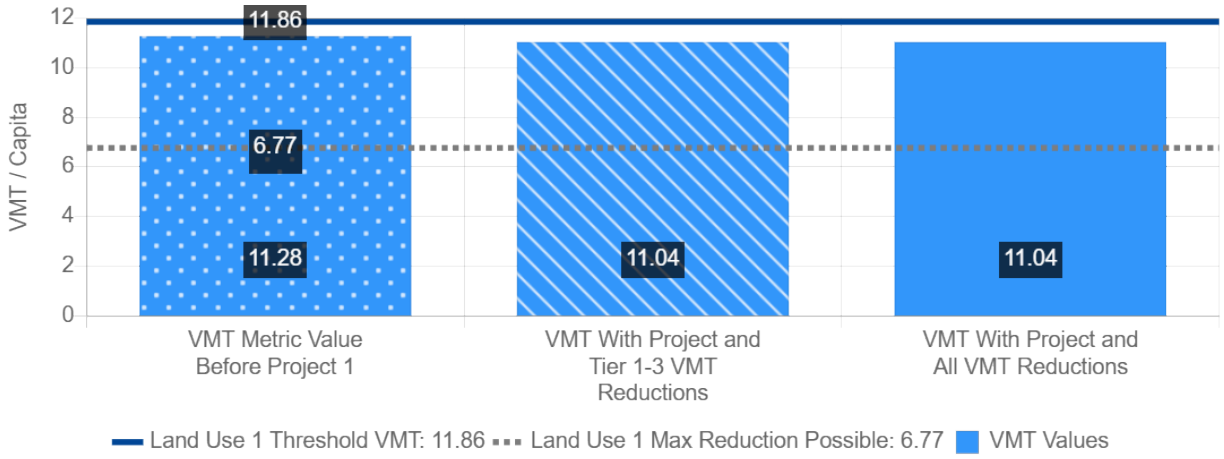
Proximity to Transit Screening

Inside a transit priority area? Yes (Pass)

Residential Vehicle Miles Traveled (VMT) Screening Results

Land Use Type 1:	Residential
VMT Metric 1:	Home-based VMT per Capita
VMT Baseline Description 1:	Bay Area Regional Average
VMT Baseline Value 1:	13.95
VMT Threshold Description 1 / Threshold Value 1:	-15% / 11.86
Land Use 1 has been Pre-Screened by the Local Jurisdiction:	N/A

	Without Project	With Project & Tier 1-3 VMT Reductions	With Project & All VMT Reductions
Project Generated Vehicle Miles Traveled (VMT) Rate	11.28	11.04	11.04
Low VMT Screening Analysis	Yes (Pass)	Yes (Pass)	Yes (Pass)



Tier 1 Project Characteristics

PC01 Increase Residential Density

Existing Residential Density:	11.68
With Project Residential Density:	12.23

PC02 Increase Residential Diversity

Existing Residential Diversity Index:	0.79
With Project Residential Diversity Index:	0.78

PC03 Affordable Housing

PC04 Increase Employment Density

Existing Employment Density:	86.09
With Project Employment Density:	86.26

Appendix B

Roadway Construction Noise Model

Construction Noise

	Noise Level @ 50 ft	Single Family Res to the N	Gateway Park	SFR to the East
Distance		85	85	160
Demolition	**80**	**75.391**	**75.391**	**69.897**
Site Preparation	**81**	**76.391**	**76.391**	**70.897**
Grading	**84**	**79.391**	**79.391**	**73.897**
Building Construction	**75**	**70.391**	**70.391**	**64.897**
Paving	**75**	**70.391**	**70.391**	**64.897**

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 10/18/2024
Case Description: Demolition

**** Receptor #1 ****

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Demolition	Residential	65.0	55.0	50.0

Description	Impact Device	Usage (%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Excavator	No	40		80.7	50.0	0.0
Backhoe	No	40		77.6	50.0	0.0
Backhoe	No	40		77.6	50.0	0.0

Results

Noise Limits (dBA)

Noise Limit Exceedance (dBA)

Equipment	Calculated (dBA) Day Lmax	Day Leq	Evening Lmax	Evening Leq	Night Lmax	Night Leq	Day Lmax	Day Leq	Evening Lmax	Evening Leq	Night Lmax	Night Leq
Excavator	80.7	76.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Backhoe	77.6	73.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Backhoe	77.6	73.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	80.7	79.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 10/18/2024
Case Description: Site Prep

**** Receptor #1 ****

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Site Prep	Residential	65.0	55.0	50.0

Equipment

Description	Impact Device	Usage (%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Auger Drill Rig	No	20		84.4	50.0	0.0
Compactor (ground)	No	20		83.2	50.0	0.0
Backhoe	No	40		77.6	50.0	0.0

Results

Noise Limits (dBA)

Noise Limit Exceedance (dBA)

Equipment	Calculated (dBA) Day Lmax	Day Leq	Evening Lmax	Evening Leq	Night Lmax	Night Leq	Day Lmax	Day Leq	Evening Lmax	Evening Leq	Night Lmax	Night Leq
Auger Drill Rig	84.4	77.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Compactor (ground)	83.2	76.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Backhoe	77.6	73.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	84.4	80.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 10/18/2024
Case Description: Grading

**** Receptor #1 ****

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Grading	Residential	65.0	55.0	50.0

Equipment

Description	Impact Device	Usage (%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Dozer	No	40		81.7	50.0	0.0
Grader	No	40	85.0		50.0	0.0
Excavator	No	40		80.7	50.0	0.0

Results

Noise Limits (dBA)

Noise Limit Exceedance (dBA)

Equipment	Calculated (dBA) Day Lmax	Day Leq	Evening Lmax	Evening Leq	Night Lmax	Night Leq	Day Lmax	Day Leq	Evening Lmax	Evening Leq	Night Lmax	Night Leq
Dozer	81.7	77.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Grader	85.0	81.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Excavator	80.7	76.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	85.0	83.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 10/18/2024
Case Description: Building Construction

**** Receptor #1 ****

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Building Construction	Residential	65.0	55.0	50.0

Description	Impact Device	Usage (%)	Spec Lmax (dBA)	Equipment Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Man Lift	No	20		74.7	50.0	0.0
Man Lift	No	20		74.7	50.0	0.0
Crane	No	16		80.6	50.0	0.0

Results

Noise Limits (dBA)

Noise Limit Exceedance (dBA)

Equipment	Calculated (dBA) Day Lmax	Day Leq	Evening Lmax	Evening Leq	Night Lmax	Night Leq	Day Lmax	Day Leq	Evening Lmax	Evening Leq	Night Lmax	Night Leq
Man Lift	74.7	67.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Man Lift	74.7	67.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Crane	80.6	72.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	80.6	74.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 10/18/2024
Case Description: Paving

**** Receptor #1 ****

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Paving	Residential	65.0	55.0	50.0

Equipment

Description	Impact Device	Usage (%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Roller	No	20		80.0	50.0	0.0
Vacuum Street Sweeper	No	10		81.6	50.0	0.0

Results

Noise Limits (dBA)

Noise Limit Exceedance (dBA)

	Calculated (dBA)				Day		Evening		Night	
	Day		Evening		Night					
Equipment	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Roller	80.0	73.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Vacuum Street Sweeper	81.6	71.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	81.6	75.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

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Vibration Analysis Worksheets

Construction Vibration

Distance	Vibration @ 25 ft	Single Family Res to the N	Commercial to N
		30	15
Large Bulldozer	**0.089**	**0.068**	**0.191**
Loaded Trucks	**0.076**	**0.058**	**0.164**
Static Roller	**0.05**	**0.038**	**0.108**
Small Bulldozer	**0.003**	**0.002**	**0.006**

Distance	Vibration @ 25 ft	Single Family Res to the NW	Single Family Res to the NE
		70	26
Vibratory Roller	**0.21**	**0.045**	**0.198**

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California Emissions Estimator Model Results

881 Castro Street Project v2 Detailed Report

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1.1. Basic Project Information

Data Field	Value
Project Name	881 Castro Street Project v2
Construction Start Date	12/1/2025
Operational Year	2028
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	2.70
Precipitation (days)	32.8
Location	881 Castro St, Mountain View, CA 94041, USA
County	Santa Clara
City	Mountain View
Air District	Bay Area AQMD
Air Basin	San Francisco Bay Area
TAZ	1732
EDFZ	1
Electric Utility	Pacific Gas & Electric Company
Gas Utility	Pacific Gas & Electric
App Version	2022.1.1.29

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Apartments Mid Rise	140	Dwelling Unit	0.00	283,124	8,757	—	419	—

Strip Mall	9.78	1000sqft	0.00	9,776	0.00	—	—	—
Enclosed Parking with Elevator	200	Space	1.31	96,040	0.00	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	2.09	1.80	13.6	26.6	0.05	0.45	1.85	2.29	0.41	0.43	0.83	—	7,418	7,418	0.48	0.80	10.6	7,679
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	2.26	1.79	15.9	30.7	0.06	0.45	2.39	2.84	0.42	0.57	1.00	—	8,438	8,438	0.43	0.59	0.29	8,624
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.47	1.20	9.79	16.0	0.03	0.31	1.37	1.67	0.28	0.33	0.61	—	4,196	4,196	0.19	0.26	2.63	4,281
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.27	0.22	1.79	2.91	0.01	0.06	0.25	0.31	0.05	0.06	0.11	—	695	695	0.03	0.04	0.43	709

2.2. Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	2.09	1.80	13.6	26.6	0.05	0.45	1.85	2.29	0.41	0.43	0.83	—	7,418	7,418	0.48	0.80	10.6	7,679
2027	1.88	1.59	11.9	19.8	0.04	0.39	1.46	1.85	0.35	0.35	0.71	—	5,362	5,362	0.31	0.41	5.98	5,496
2028	1.54	1.29	9.78	14.2	0.02	0.32	1.42	1.74	0.29	0.34	0.63	—	3,517	3,517	0.12	0.14	5.23	3,567
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.46	0.40	3.48	11.6	0.02	0.09	0.41	0.51	0.09	0.08	0.17	—	2,211	2,211	0.10	0.06	0.03	2,232
2026	2.02	1.69	12.9	21.3	0.03	0.45	1.52	1.97	0.41	0.37	0.78	—	4,632	4,632	0.18	0.20	0.18	4,697
2027	2.26	1.79	15.9	30.7	0.06	0.45	2.39	2.84	0.42	0.57	1.00	—	8,438	8,438	0.43	0.59	0.29	8,624
2028	1.52	1.27	9.92	13.5	0.02	0.32	1.42	1.74	0.29	0.34	0.63	—	3,432	3,432	0.13	0.18	0.14	3,488
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.03	0.03	0.25	0.85	< 0.005	0.01	0.03	0.04	0.01	0.01	0.01	—	161	161	0.01	< 0.005	0.03	163
2026	1.22	0.98	8.25	15.3	0.03	0.26	1.06	1.32	0.24	0.25	0.49	—	3,785	3,785	0.18	0.23	2.22	3,859
2027	1.47	1.20	9.79	16.0	0.03	0.31	1.37	1.67	0.28	0.33	0.61	—	4,196	4,196	0.19	0.26	2.63	4,281
2028	0.94	0.78	6.18	8.47	0.01	0.20	0.81	1.01	0.18	0.19	0.37	—	2,082	2,082	0.08	0.10	1.31	2,116
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.01	0.01	0.05	0.15	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	26.7	26.7	< 0.005	< 0.005	0.01	26.9
2026	0.22	0.18	1.51	2.79	0.01	0.05	0.19	0.24	0.04	0.05	0.09	—	627	627	0.03	0.04	0.37	639
2027	0.27	0.22	1.79	2.91	0.01	0.06	0.25	0.31	0.05	0.06	0.11	—	695	695	0.03	0.04	0.43	709
2028	0.17	0.14	1.13	1.54	< 0.005	0.04	0.15	0.18	0.03	0.04	0.07	—	345	345	0.01	0.02	0.22	350

2.4. Operations Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Unmit.	11.9	11.5	3.54	33.5	0.06	0.18	4.97	5.15	0.17	1.26	1.44	72.1	7,926	7,998	7.60	0.24	17.2	8,276
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	10.2	9.92	3.72	19.7	0.06	0.17	4.97	5.14	0.17	1.26	1.43	72.1	7,576	7,648	7.62	0.26	2.48	7,918
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	10.8	10.5	2.31	24.8	0.05	0.06	4.87	4.93	0.06	1.23	1.30	72.1	5,928	6,000	7.58	0.25	8.60	6,271
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.97	1.92	0.42	4.52	0.01	0.01	0.89	0.90	0.01	0.23	0.24	11.9	981	993	1.25	0.04	1.42	1,038

2.5. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	2.72	2.53	1.72	20.2	0.05	0.03	4.97	5.00	0.03	1.26	1.29	—	5,186	5,186	0.20	0.20	15.1	5,265
Area	9.11	8.93	1.50	13.1	0.01	0.12	—	0.12	0.12	—	0.12	0.00	1,794	1,794	0.03	< 0.005	—	1,796
Energy	0.04	0.02	0.33	0.14	< 0.005	0.03	—	0.03	0.03	—	0.03	—	925	925	0.12	0.01	—	931
Water	—	—	—	—	—	—	—	—	—	—	—	10.8	20.6	31.4	1.11	0.03	—	67.0
Waste	—	—	—	—	—	—	—	—	—	—	—	61.4	0.00	61.4	6.13	0.00	—	215
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2.09	2.09
Total	11.9	11.5	3.54	33.5	0.06	0.18	4.97	5.15	0.17	1.26	1.44	72.1	7,926	7,998	7.60	0.24	17.2	8,276
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	2.62	2.42	2.01	18.9	0.05	0.03	4.97	5.00	0.03	1.26	1.29	—	4,877	4,877	0.23	0.22	0.39	4,948
Area	7.56	7.48	1.38	0.59	0.01	0.11	—	0.11	0.11	—	0.11	0.00	1,754	1,754	0.03	< 0.005	—	1,756

Energy	0.04	0.02	0.33	0.14	< 0.005	0.03	—	0.03	0.03	—	0.03	—	925	925	0.12	0.01	—	931
Water	—	—	—	—	—	—	—	—	—	—	—	10.8	20.6	31.4	1.11	0.03	—	67.0
Waste	—	—	—	—	—	—	—	—	—	—	—	61.4	0.00	61.4	6.13	0.00	—	215
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2.09	2.09
Total	10.2	9.92	3.72	19.7	0.06	0.17	4.97	5.14	0.17	1.26	1.43	72.1	7,576	7,648	7.62	0.26	2.48	7,918
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	2.59	2.39	1.89	18.4	0.05	0.03	4.87	4.90	0.03	1.23	1.26	—	4,919	4,919	0.22	0.21	6.52	4,993
Area	8.17	8.12	0.09	6.21	< 0.005	0.01	—	0.01	0.01	—	0.01	0.00	63.1	63.1	< 0.005	< 0.005	—	63.2
Energy	0.04	0.02	0.33	0.14	< 0.005	0.03	—	0.03	0.03	—	0.03	—	925	925	0.12	0.01	—	931
Water	—	—	—	—	—	—	—	—	—	—	—	10.8	20.6	31.4	1.11	0.03	—	67.0
Waste	—	—	—	—	—	—	—	—	—	—	—	61.4	0.00	61.4	6.13	0.00	—	215
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2.09	2.09
Total	10.8	10.5	2.31	24.8	0.05	0.06	4.87	4.93	0.06	1.23	1.30	72.1	5,928	6,000	7.58	0.25	8.60	6,271
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.47	0.44	0.35	3.36	0.01	0.01	0.89	0.89	0.01	0.23	0.23	—	814	814	0.04	0.03	1.08	827
Area	1.49	1.48	0.02	1.13	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	10.4	10.4	< 0.005	< 0.005	—	10.5
Energy	0.01	< 0.005	0.06	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	153	153	0.02	< 0.005	—	154
Water	—	—	—	—	—	—	—	—	—	—	—	1.78	3.42	5.20	0.18	< 0.005	—	11.1
Waste	—	—	—	—	—	—	—	—	—	—	—	10.2	0.00	10.2	1.02	0.00	—	35.6
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.35	0.35
Total	1.97	1.92	0.42	4.52	0.01	0.01	0.89	0.90	0.01	0.23	0.24	11.9	981	993	1.25	0.04	1.42	1,038

3. Construction Emissions Details

3.1. Demolition - phase I (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.39	0.36	3.10	11.0	0.02	0.09	—	0.09	0.08	—	0.08	—	1,847	1,847	0.07	0.01	—	1,853
Demolition	—	—	—	—	—	—	0.24	0.24	—	0.04	0.04	—	—	—	—	—	—	—
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.03	0.23	0.80	< 0.005	0.01	—	0.01	0.01	—	0.01	—	134	134	0.01	< 0.005	—	135
Demolition	—	—	—	—	—	—	0.02	0.02	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	< 0.005	0.04	0.15	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	22.3	22.3	< 0.005	< 0.005	—	22.3
Demolition	—	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.04	0.04	0.44	0.00	0.00	0.10	0.10	0.00	0.02	0.02	—	99.2	99.2	< 0.005	< 0.005	0.01	101
Vendor	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	0.00
Hauling	0.03	0.01	0.35	0.16	< 0.005	< 0.005	0.07	0.07	< 0.005	0.02	0.02	—	265	265	0.02	0.04	0.01	278
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	7.30	7.30	< 0.005	< 0.005	0.01	7.41
Vendor	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	0.00
Hauling	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	—	19.3	19.3	< 0.005	< 0.005	0.02	20.3
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.21	1.21	< 0.005	< 0.005	< 0.005	1.23
Vendor	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	0.00
Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	3.19	3.19	< 0.005	< 0.005	< 0.005	3.35

3.3. Demolition - phase I (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.38	0.35	3.07	11.0	0.02	0.08	—	0.08	0.08	—	0.08	—	1,847	1,847	0.07	0.01	—	1,853
Demolition	—	—	—	—	—	—	0.24	0.24	—	0.04	0.04	—	—	—	—	—	—	—
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.03	0.22	0.80	< 0.005	0.01	—	0.01	0.01	—	0.01	—	134	134	0.01	< 0.005	—	135
Demolition	—	—	—	—	—	—	0.02	0.02	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	< 0.005	0.04	0.15	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	22.3	22.3	< 0.005	< 0.005	—	22.3
Demolition	—	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.03	0.03	0.41	0.00	0.00	0.10	0.10	0.00	0.02	0.02	—	97.4	97.4	< 0.005	< 0.005	0.01	98.7
Vendor	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	0.00

Hauling	0.03	0.01	0.34	0.16	< 0.005	< 0.005	0.07	0.07	< 0.005	0.02	0.02	—	260	260	0.02	0.04	0.01	273
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	7.17	7.17	< 0.005	< 0.005	0.01	7.27
Vendor	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	0.00
Hauling	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	—	18.9	18.9	< 0.005	< 0.005	0.02	19.9
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.19	1.19	< 0.005	< 0.005	< 0.005	1.20
Vendor	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	0.00
Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	3.13	3.13	< 0.005	< 0.005	< 0.005	3.29

3.5. Demolition - Phase II (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.38	0.35	3.07	11.0	0.02	0.08	—	0.08	0.08	—	0.08	—	1,847	1,847	0.07	0.01	—	1,853
Demolition	—	—	—	—	—	—	0.25	0.25	—	0.04	0.04	—	—	—	—	—	—	—
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road	0.06	0.05	0.45	1.60	< 0.005	0.01	—	0.01	0.01	—	0.01	—	268	268	0.01	< 0.005	—	269
Demolition	—	—	—	—	—	—	0.04	0.04	—	0.01	0.01	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.08	0.29	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	44.4	44.4	< 0.005	< 0.005	—	44.5
Demolition	—	—	—	—	—	—	0.01	0.01	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.04	0.03	0.48	0.00	0.00	0.10	0.10	0.00	0.02	0.02	—	105	105	< 0.005	< 0.005	0.38	107
Vendor	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	0.00
Hauling	0.03	0.01	0.34	0.17	< 0.005	< 0.005	0.07	0.08	< 0.005	0.02	0.02	—	275	275	0.02	0.04	0.57	289
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	< 0.005	< 0.005	0.06	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	14.3	14.3	< 0.005	< 0.005	0.02	14.5
Vendor	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	0.00
Hauling	< 0.005	< 0.005	0.05	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	40.0	40.0	< 0.005	0.01	0.04	42.0
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.37	2.37	< 0.005	< 0.005	< 0.005	2.40
Vendor	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	0.00

Hauling	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	6.62	6.62	< 0.005	< 0.005	0.01	6.95

3.7. Site Preparation - Phase I (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.36	0.31	2.51	6.80	0.01	0.09	—	0.09	0.08	—	0.08	—	1,026	1,026	0.04	0.01	—	1,029
Dust From Material Movement	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	0.04	0.34	0.93	< 0.005	0.01	—	0.01	0.01	—	0.01	—	141	141	0.01	< 0.005	—	141
Dust From Material Movement	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Roa Equipment	0.01	0.01	0.06	0.17	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	23.3	23.3	< 0.005	< 0.005	—	23.3
Dust From Material Movement	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.03	0.03	0.41	0.00	0.00	0.10	0.10	0.00	0.02	0.02	—	97.4	97.4	< 0.005	< 0.005	0.01	98.7
Vendor	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	0.00
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	< 0.005	< 0.005	0.06	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	13.5	13.5	< 0.005	< 0.005	0.02	13.7
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.23	2.23	< 0.005	< 0.005	< 0.005	2.26
Vendor	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	0.00
Hauling	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	0.00

3.9. Site Preparation - Phase II (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.36	0.31	2.51	6.80	0.01	0.09	—	0.09	0.08	—	0.08	—	1,026	1,026	0.04	0.01	—	1,029
Dust From Material Movement	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.36	0.31	2.51	6.80	0.01	0.09	—	0.09	0.08	—	0.08	—	1,026	1,026	0.04	0.01	—	1,029
Dust From Material Movement	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.10	0.09	0.72	1.96	< 0.005	0.03	—	0.03	0.02	—	0.02	—	295	295	0.01	< 0.005	—	296
Dust From Material Movement	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	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	0.00

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.13	0.36	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	48.9	48.9	< 0.005	< 0.005	—	49.0
Dust From Material Movement	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.04	0.03	0.48	0.00	0.00	0.10	0.10	0.00	0.02	0.02	—	105	105	< 0.005	< 0.005	0.38	107
Vendor	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	0.00
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.03	0.03	0.41	0.00	0.00	0.10	0.10	0.00	0.02	0.02	—	97.4	97.4	< 0.005	< 0.005	0.01	98.7
Vendor	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	0.00
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.12	0.00	0.00	0.03	0.03	0.00	0.01	0.01	—	28.3	28.3	< 0.005	< 0.005	0.05	28.7
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	4.69	4.69	< 0.005	< 0.005	0.01	4.76
Vendor	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	0.00
Hauling	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	0.00

3.11. Grading - Phase I (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.42	0.39	2.72	14.9	0.02	0.09	—	0.09	0.09	—	0.09	—	2,440	2,440	0.10	0.02	—	2,448
Dust From Material Movement	—	—	—	—	—	—	0.16	0.16	—	0.02	0.02	—	—	—	—	—	—	—
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.06	0.06	0.39	2.13	< 0.005	0.01	—	0.01	0.01	—	0.01	—	348	348	0.01	< 0.005	—	349
Dust From Material Movement	—	—	—	—	—	—	0.02	0.02	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.01	0.01	0.07	0.39	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	57.6	57.6	< 0.005	< 0.005	—	57.8
Dust From Material Movement	—	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.06	0.04	0.76	0.00	0.00	0.17	0.17	0.00	0.04	0.04	—	168	168	< 0.005	0.01	0.61	171
Vendor	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	0.00
Hauling	0.49	0.10	5.91	2.91	0.03	0.06	1.27	1.33	0.06	0.35	0.41	—	4,810	4,810	0.38	0.77	10.0	5,060
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.09	0.00	0.00	0.02	0.02	0.00	0.01	0.01	—	22.4	22.4	< 0.005	< 0.005	0.04	22.8
Vendor	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	0.00
Hauling	0.07	0.01	0.87	0.42	< 0.005	0.01	0.18	0.19	0.01	0.05	0.06	—	685	685	0.05	0.11	0.62	720
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	3.71	3.71	< 0.005	< 0.005	0.01	3.77
Vendor	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	0.00
Hauling	0.01	< 0.005	0.16	0.08	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	113	113	0.01	0.02	0.10	119

3.13. Grading - Phase II (2027) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.41	0.38	2.69	14.9	0.02	0.09	—	0.09	0.08	—	0.08	—	2,440	2,440	0.10	0.02	—	2,449
Dust From Material Movement	—	—	—	—	—	—	0.16	0.16	—	0.02	0.02	—	—	—	—	—	—	—
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.41	0.38	2.69	14.9	0.02	0.09	—	0.09	0.08	—	0.08	—	2,440	2,440	0.10	0.02	—	2,449
Dust From Material Movement	—	—	—	—	—	—	0.16	0.16	—	0.02	0.02	—	—	—	—	—	—	—
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11	0.11	0.76	4.21	0.01	0.02	—	0.02	0.02	—	0.02	—	689	689	0.03	0.01	—	691
Dust From Material Movement	—	—	—	—	—	—	0.05	0.05	—	< 0.005	< 0.005	—	—	—	—	—	—	—

Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.14	0.77	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	114	114	< 0.005	< 0.005	—	114
Dust From Material Movement	—	—	—	—	—	—	0.01	0.01	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.06	0.04	0.71	0.00	0.00	0.17	0.17	0.00	0.04	0.04	—	165	165	< 0.005	0.01	0.55	168
Vendor	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	0.00
Hauling	0.23	0.05	2.87	1.44	0.02	0.03	0.64	0.67	0.03	0.18	0.21	—	2,373	2,373	0.19	0.38	4.65	2,494
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.05	0.05	0.61	0.00	0.00	0.17	0.17	0.00	0.04	0.04	—	153	153	< 0.005	0.01	0.01	155
Vendor	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	0.00
Hauling	0.23	0.05	3.04	1.45	0.02	0.03	0.64	0.67	0.03	0.18	0.21	—	2,374	2,374	0.19	0.38	0.12	2,490
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.01	0.01	0.17	0.00	0.00	0.05	0.05	0.00	0.01	0.01	—	43.6	43.6	< 0.005	< 0.005	0.07	44.3
Vendor	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	0.00
Hauling	0.06	0.01	0.84	0.41	< 0.005	0.01	0.18	0.19	0.01	0.05	0.06	—	670	670	0.05	0.11	0.57	703
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	7.22	7.22	< 0.005	< 0.005	0.01	7.33

Vendor	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	0.00
Hauling	0.01	< 0.005	0.15	0.07	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	111	111	0.01	0.02	0.09	116

3.15. Building Construction -Phase I (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.10	0.93	8.80	8.89	0.02	0.35	—	0.35	0.32	—	0.32	—	1,528	1,528	0.06	0.01	—	1,534
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.10	0.93	8.80	8.89	0.02	0.35	—	0.35	0.32	—	0.32	—	1,528	1,528	0.06	0.01	—	1,534
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.55	0.47	4.42	4.47	0.01	0.17	—	0.17	0.16	—	0.16	—	768	768	0.03	0.01	—	771
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Roa Equipment	0.10	0.08	0.81	0.82	< 0.005	0.03	—	0.03	0.03	—	0.03	—	127	127	0.01	< 0.005	—	128
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.47	0.46	0.31	5.50	0.00	0.00	1.19	1.19	0.00	0.28	0.28	—	1,213	1,213	0.02	0.05	4.43	1,232
Vendor	0.08	0.03	1.06	0.52	0.01	0.01	0.23	0.24	0.01	0.06	0.07	—	857	857	0.05	0.13	2.09	897
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.45	0.40	0.40	4.70	0.00	0.00	1.19	1.19	0.00	0.28	0.28	—	1,124	1,124	0.03	0.05	0.11	1,139
Vendor	0.08	0.02	1.12	0.53	0.01	0.01	0.23	0.24	0.01	0.06	0.07	—	857	857	0.05	0.13	0.05	896
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.22	0.20	0.18	2.33	0.00	0.00	0.59	0.59	0.00	0.14	0.14	—	571	571	0.01	0.02	0.96	579
Vendor	0.04	0.01	0.55	0.26	< 0.005	0.01	0.11	0.12	0.01	0.03	0.04	—	431	431	0.02	0.06	0.45	450
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.04	0.03	0.43	0.00	0.00	0.11	0.11	0.00	0.03	0.03	—	94.5	94.5	< 0.005	< 0.005	0.16	95.9
Vendor	0.01	< 0.005	0.10	0.05	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	—	71.3	71.3	< 0.005	0.01	0.07	74.6
Hauling	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	0.00

3.17. Building Construction -Phase I (2027) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.06	0.90	8.66	8.86	0.02	0.33	—	0.33	0.30	—	0.30	—	1,528	1,528	0.06	0.01	—	1,534
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.22	0.19	1.83	1.87	< 0.005	0.07	—	0.07	0.06	—	0.06	—	323	323	0.01	< 0.005	—	324
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.03	0.33	0.34	< 0.005	0.01	—	0.01	0.01	—	0.01	—	53.5	53.5	< 0.005	< 0.005	—	53.7
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.43	0.39	0.36	4.39	0.00	0.00	1.19	1.19	0.00	0.28	0.28	—	1,103	1,103	0.03	0.05	0.10	1,118
Vendor	0.07	0.02	1.07	0.51	0.01	0.01	0.23	0.24	0.01	0.06	0.07	—	840	840	0.05	0.13	0.05	878

Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.09	0.08	0.07	0.92	0.00	0.00	0.25	0.25	0.00	0.06	0.06	—	236	236	< 0.005	0.01	0.36	239
Vendor	0.02	0.01	0.22	0.11	< 0.005	< 0.005	0.05	0.05	< 0.005	0.01	0.02	—	177	177	0.01	0.03	0.17	186
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.01	0.01	0.17	0.00	0.00	0.05	0.05	0.00	0.01	0.01	—	39.0	39.0	< 0.005	< 0.005	0.06	39.6
Vendor	< 0.005	< 0.005	0.04	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	29.4	29.4	< 0.005	< 0.005	0.03	30.7
Hauling	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	0.00

3.19. Building Construction -Phase II (2027) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.06	0.90	8.66	8.86	0.02	0.33	—	0.33	0.30	—	0.30	—	1,528	1,528	0.06	0.01	—	1,534
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.06	0.90	8.66	8.86	0.02	0.33	—	0.33	0.30	—	0.30	—	1,528	1,528	0.06	0.01	—	1,534
Onsite truck	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	0.00

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.61	0.52	4.98	5.10	0.01	0.19	—	0.19	0.17	—	0.17	—	879	879	0.04	0.01	—	882
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11	0.09	0.91	0.93	< 0.005	0.03	—	0.03	0.03	—	0.03	—	146	146	0.01	< 0.005	—	146
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.45	0.40	0.30	5.14	0.00	0.00	1.19	1.19	0.00	0.28	0.28	—	1,191	1,191	0.02	0.05	4.00	1,209
Vendor	0.07	0.03	1.02	0.50	0.01	0.01	0.23	0.24	0.01	0.06	0.07	—	839	839	0.05	0.12	1.85	879
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.43	0.39	0.36	4.39	0.00	0.00	1.19	1.19	0.00	0.28	0.28	—	1,103	1,103	0.03	0.05	0.10	1,118
Vendor	0.07	0.02	1.07	0.51	0.01	0.01	0.23	0.24	0.01	0.06	0.07	—	840	840	0.05	0.13	0.05	878
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.25	0.22	0.20	2.50	0.00	0.00	0.67	0.67	0.00	0.16	0.16	—	642	642	0.01	0.03	0.99	651
Vendor	0.04	0.01	0.60	0.29	< 0.005	0.01	0.13	0.14	0.01	0.04	0.04	—	483	483	0.03	0.07	0.46	506
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	0.04	0.04	0.04	0.46	0.00	0.00	0.12	0.12	0.00	0.03	0.03	—	106	106	< 0.005	< 0.005	0.16	108
Vendor	0.01	< 0.005	0.11	0.05	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	—	80.0	80.0	< 0.005	0.01	0.08	83.7
Hauling	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	0.00

3.21. Building Construction -Phase II (2028) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.04	0.88	8.55	8.85	0.02	0.31	—	0.31	0.28	—	0.28	—	1,529	1,529	0.06	0.01	—	1,534
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.04	0.88	8.55	8.85	0.02	0.31	—	0.31	0.28	—	0.28	—	1,529	1,529	0.06	0.01	—	1,534
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.59	0.50	4.90	5.07	0.01	0.18	—	0.18	0.16	—	0.16	—	876	876	0.04	0.01	—	879
Onsite truck	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	0.00

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11	0.09	0.89	0.93	< 0.005	0.03	—	0.03	0.03	—	0.03	—	145	145	0.01	< 0.005	—	146
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.43	0.38	0.26	4.84	0.00	0.00	1.19	1.19	0.00	0.28	0.28	—	1,170	1,170	0.02	0.01	3.59	1,177
Vendor	0.07	0.03	0.96	0.48	0.01	0.01	0.23	0.24	0.01	0.06	0.07	—	819	819	0.04	0.12	1.63	857
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.42	0.37	0.35	4.12	0.00	0.00	1.19	1.19	0.00	0.28	0.28	—	1,084	1,084	0.03	0.05	0.09	1,099
Vendor	0.07	0.02	1.02	0.49	0.01	0.01	0.23	0.24	0.01	0.06	0.07	—	819	819	0.04	0.12	0.04	856
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.24	0.21	0.18	2.34	0.00	0.00	0.67	0.67	0.00	0.16	0.16	—	628	628	0.01	0.03	0.89	637
Vendor	0.04	0.01	0.57	0.28	< 0.005	0.01	0.13	0.13	< 0.005	0.04	0.04	—	469	469	0.02	0.07	0.40	490
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.04	0.03	0.43	0.00	0.00	0.12	0.12	0.00	0.03	0.03	—	104	104	< 0.005	< 0.005	0.15	105
Vendor	0.01	< 0.005	0.10	0.05	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	—	77.7	77.7	< 0.005	0.01	0.07	81.2
Hauling	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	0.00

3.23. Paving - Phase I (2027) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.21	0.18	1.88	2.57	< 0.005	0.05	—	0.05	0.04	—	0.04	—	343	343	0.01	< 0.005	—	344
Paving	0.07	0.07	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.03	0.27	0.37	< 0.005	0.01	—	0.01	0.01	—	0.01	—	48.8	48.8	< 0.005	< 0.005	—	49.0
Paving	0.01	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	< 0.005	0.05	0.07	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	8.09	8.09	< 0.005	< 0.005	—	8.11
Paving	< 0.005	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.01	0.01	0.18	0.00	0.00	0.04	0.04	0.00	0.01	0.01	—	41.3	41.3	< 0.005	< 0.005	0.14	41.9
Vendor	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	0.00
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	5.51	5.51	< 0.005	< 0.005	0.01	5.59
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.91	0.91	< 0.005	< 0.005	< 0.005	0.93
Vendor	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	0.00
Hauling	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	0.00

3.25. Paving - Phase II (2028) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.21	0.18	1.86	2.57	< 0.005	0.04	—	0.04	0.04	—	0.04	—	343	343	0.01	< 0.005	—	344
Onsite truck	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	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.21	0.18	1.86	2.57	< 0.005	0.04	—	0.04	0.04	—	0.04	—	343	343	0.01	< 0.005	—	344
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.06	0.05	0.53	0.73	< 0.005	0.01	—	0.01	0.01	—	0.01	—	97.7	97.7	< 0.005	< 0.005	—	98.0
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.10	0.13	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	16.2	16.2	< 0.005	< 0.005	—	16.2
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.17	0.00	0.00	0.04	0.04	0.00	0.01	0.01	—	40.6	40.6	< 0.005	< 0.005	0.12	40.8
Vendor	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	0.00
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.14	0.00	0.00	0.04	0.04	0.00	0.01	0.01	—	37.6	37.6	< 0.005	< 0.005	< 0.005	38.1

Vendor	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	0.00
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	10.8	10.8	< 0.005	< 0.005	0.02	11.0
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.79	1.79	< 0.005	< 0.005	< 0.005	1.82
Vendor	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	0.00
Hauling	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	0.00

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	1.68	1.57	1.01	11.8	0.03	0.02	2.84	2.85	0.02	0.72	0.74	—	2,966	2,966	0.12	0.12	8.60	3,012
Strip Mall	1.04	0.96	0.70	8.43	0.02	0.01	2.14	2.15	0.01	0.54	0.55	—	2,221	2,221	0.08	0.08	6.49	2,253

Enclosed Parking with Elevator	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	0.00
Total	2.72	2.53	1.72	20.2	0.05	0.03	4.97	5.00	0.03	1.26	1.29	—	5,186	5,186	0.20	0.20	15.1	5,265
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	1.62	1.50	1.18	11.2	0.03	0.02	2.84	2.85	0.02	0.72	0.74	—	2,790	2,790	0.14	0.13	0.22	2,831
Strip Mall	1.00	0.92	0.83	7.76	0.02	0.01	2.14	2.15	0.01	0.54	0.55	—	2,087	2,087	0.09	0.09	0.17	2,116
Enclosed Parking with Elevator	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	0.00
Total	2.62	2.42	2.01	18.9	0.05	0.03	4.97	5.00	0.03	1.26	1.29	—	4,877	4,877	0.23	0.22	0.39	4,948
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.29	0.27	0.20	1.97	0.01	< 0.005	0.51	0.51	< 0.005	0.13	0.13	—	466	466	0.02	0.02	0.62	473
Strip Mall	0.18	0.17	0.14	1.38	< 0.005	< 0.005	0.38	0.38	< 0.005	0.10	0.10	—	349	349	0.01	0.01	0.46	354
Enclosed Parking with Elevator	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	0.00
Total	0.47	0.44	0.35	3.36	0.01	0.01	0.89	0.89	0.01	0.23	0.23	—	814	814	0.04	0.03	1.08	827

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	267	267	0.04	0.01	—	270
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	46.7	46.7	0.01	< 0.005	—	47.1
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	—	198	198	0.03	< 0.005	—	200
Total	—	—	—	—	—	—	—	—	—	—	—	—	512	512	0.08	0.01	—	517
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	267	267	0.04	0.01	—	270
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	46.7	46.7	0.01	< 0.005	—	47.1
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	—	198	198	0.03	< 0.005	—	200
Total	—	—	—	—	—	—	—	—	—	—	—	—	512	512	0.08	0.01	—	517
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	44.2	44.2	0.01	< 0.005	—	44.6
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	7.73	7.73	< 0.005	< 0.005	—	7.81

Enclose Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	—	32.8	32.8	0.01	< 0.005	—	33.1
Total	—	—	—	—	—	—	—	—	—	—	—	—	84.7	84.7	0.01	< 0.005	—	85.6

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.04	0.02	0.31	0.13	< 0.005	0.03	—	0.03	0.03	—	0.03	—	395	395	0.03	< 0.005	—	396
Strip Mall	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	17.9	17.9	< 0.005	< 0.005	—	17.9
Enclosed Parking with Elevator	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
Total	0.04	0.02	0.33	0.14	< 0.005	0.03	—	0.03	0.03	—	0.03	—	413	413	0.04	< 0.005	—	414
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.04	0.02	0.31	0.13	< 0.005	0.03	—	0.03	0.03	—	0.03	—	395	395	0.03	< 0.005	—	396
Strip Mall	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	17.9	17.9	< 0.005	< 0.005	—	17.9

Enclosed Parking with Elevator	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
Total	0.04	0.02	0.33	0.14	< 0.005	0.03	—	0.03	0.03	—	0.03	—	413	413	0.04	< 0.005	—	414
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.01	< 0.005	0.06	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	65.4	65.4	0.01	< 0.005	—	65.6
Strip Mall	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.96	2.96	< 0.005	< 0.005	—	2.96
Enclosed Parking with Elevator	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
Total	0.01	< 0.005	0.06	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	68.4	68.4	0.01	< 0.005	—	68.5

4.3. Area Emissions by Source

4.3.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.16	0.08	1.38	0.59	0.01	0.11	—	0.11	0.11	—	0.11	0.00	1,754	1,754	0.03	< 0.005	—	1,756
Consumer Products	6.27	6.27	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Architectural Coatings	1.13	1.13	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	1.55	1.45	0.11	12.6	< 0.005	0.01	—	0.01	0.01	—	0.01	—	40.2	40.2	< 0.005	< 0.005	—	40.3
Total	9.11	8.93	1.50	13.1	0.01	0.12	—	0.12	0.12	—	0.12	0.00	1,794	1,794	0.03	< 0.005	—	1,796
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.16	0.08	1.38	0.59	0.01	0.11	—	0.11	0.11	—	0.11	0.00	1,754	1,754	0.03	< 0.005	—	1,756
Consumer Products	6.27	6.27	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	1.13	1.13	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	7.56	7.48	1.38	0.59	0.01	0.11	—	0.11	0.11	—	0.11	0.00	1,754	1,754	0.03	< 0.005	—	1,756
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	7.16	7.16	< 0.005	< 0.005	—	7.17
Consumer Products	1.14	1.14	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.21	0.21	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.14	0.13	0.01	1.13	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	3.28	3.28	< 0.005	< 0.005	—	3.29
Total	1.49	1.48	0.02	1.13	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	10.4	10.4	< 0.005	< 0.005	—	10.5

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	7.34	14.2	21.5	0.76	0.02	—	45.8
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	3.42	6.46	9.88	0.35	0.01	—	21.2
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	10.8	20.6	31.4	1.11	0.03	—	67.0
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	7.34	14.2	21.5	0.76	0.02	—	45.8
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	3.42	6.46	9.88	0.35	0.01	—	21.2
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	10.8	20.6	31.4	1.11	0.03	—	67.0
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Apartment Mid Rise	—	—	—	—	—	—	—	—	—	—	—	1.22	2.35	3.56	0.13	< 0.005	—	7.59
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	0.57	1.07	1.64	0.06	< 0.005	—	3.51
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	1.78	3.42	5.20	0.18	< 0.005	—	11.1

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	55.8	0.00	55.8	5.58	0.00	—	195
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	5.53	0.00	5.53	0.55	0.00	—	19.4
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	61.4	0.00	61.4	6.13	0.00	—	215
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Apartments	—	—	—	—	—	—	—	—	—	—	—	55.8	0.00	55.8	5.58	0.00	—	195
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	5.53	0.00	5.53	0.55	0.00	—	19.4
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	61.4	0.00	61.4	6.13	0.00	—	215
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	9.25	0.00	9.25	0.92	0.00	—	32.3
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	0.92	0.00	0.92	0.09	0.00	—	3.20
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	10.2	0.00	10.2	1.02	0.00	—	35.6

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2.03	2.03

Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.06	0.06
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2.09	2.09
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2.03	2.03
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.06	0.06
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2.09	2.09
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.34	0.34
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.01	0.01
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.35	0.35

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Remove	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Demolition - phase I	Demolition	12/1/2025	1/31/2026	6.00	54.0	—
Demolition - Phase II	Demolition	7/1/2026	8/31/2026	6.00	53.0	—
Site Preparation - Phase I	Site Preparation	2/1/2026	3/31/2026	6.00	50.0	—
Site Preparation - Phase II	Site Preparation	9/1/2026	12/31/2026	6.00	105	—
Grading - Phase I	Grading	4/1/2026	5/31/2026	6.00	52.0	—
Grading - Phase II	Grading	1/1/2027	4/30/2027	6.00	103	—
Building Construction -Phase I	Building Construction	6/1/2026	3/31/2027	6.00	261	—
Building Construction -Phase II	Building Construction	5/1/2027	8/31/2028	6.00	419	—
Paving - Phase I	Paving	4/1/2027	5/31/2027	6.00	52.0	—

Paving - Phase II	Paving	9/1/2028	12/31/2028	6.00	104	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition - phase I	Concrete/Industrial Saws	Diesel	Average	0.00	8.00	33.0	0.73
Demolition - phase I	Rubber Tired Dozers	Diesel	Average	0.00	8.00	367	0.40
Demolition - phase I	Tractors/Loaders/Backhoes	Diesel	Tier 4 Final	2.00	6.00	84.0	0.37
Demolition - phase I	Excavators	Diesel	Tier 4 Final	1.00	8.00	281	0.38
Demolition - phase I	Skid Steer Loaders	Diesel	Tier 4 Final	1.00	8.00	71.0	0.37
Demolition - phase I	Sweepers/Scrubbers	Diesel	Average	1.00	8.00	36.0	0.46
Demolition - Phase II	Concrete/Industrial Saws	Diesel	Average	0.00	8.00	33.0	0.73
Demolition - Phase II	Rubber Tired Dozers	Diesel	Average	0.00	8.00	367	0.40
Demolition - Phase II	Tractors/Loaders/Backhoes	Diesel	Tier 4 Final	2.00	6.00	84.0	0.37
Demolition - Phase II	Excavators	Diesel	Tier 4 Final	1.00	8.00	281	0.38
Demolition - Phase II	Skid Steer Loaders	Diesel	Tier 4 Final	1.00	8.00	71.0	0.37
Demolition - Phase II	Sweepers/Scrubbers	Diesel	Average	1.00	8.00	36.0	0.46
Site Preparation - Phase I	Graders	Diesel	Average	0.00	8.00	148	0.41
Site Preparation - Phase I	Rubber Tired Dozers	Diesel	Average	0.00	7.00	367	0.40
Site Preparation - Phase I	Tractors/Loaders/Backhoes	Diesel	Tier 4 Final	2.00	6.00	84.0	0.37
Site Preparation - Phase I	Bore/Drill Rigs	Diesel	Average	1.00	8.00	83.0	0.50
Site Preparation - Phase I	Plate Compactors	Diesel	Tier 4 Final	1.00	8.00	8.00	0.43

Site Preparation - Phase I	Sweepers/Scrubbers	Diesel	Average	1.00	8.00	36.0	0.46
Site Preparation - Phase II	Graders	Diesel	Average	0.00	8.00	148	0.41
Site Preparation - Phase II	Rubber Tired Dozers	Diesel	Average	0.00	7.00	367	0.40
Site Preparation - Phase II	Tractors/Loaders/Backhoes	Diesel	Tier 4 Final	2.00	6.00	84.0	0.37
Site Preparation - Phase II	Bore/Drill Rigs	Diesel	Average	1.00	8.00	83.0	0.50
Site Preparation - Phase II	Plate Compactors	Diesel	Tier 4 Final	1.00	8.00	8.00	0.43
Site Preparation - Phase II	Sweepers/Scrubbers	Diesel	Average	1.00	8.00	36.0	0.46
Grading - Phase I	Graders	Diesel	Tier 4 Final	1.00	6.00	148	0.41
Grading - Phase I	Rubber Tired Dozers	Diesel	Average	0.00	8.00	367	0.40
Grading - Phase I	Tractors/Loaders/Backhoes	Diesel	Tier 4 Final	2.00	6.00	84.0	0.37
Grading - Phase I	Tractors/Loaders/Backhoes	Diesel	Tier 4 Final	1.00	7.00	84.0	0.37
Grading - Phase I	Plate Compactors	Diesel	Tier 4 Final	1.00	8.00	8.00	0.43
Grading - Phase I	Excavators	Diesel	Tier 4 Final	1.00	8.00	281	0.38
Grading - Phase I	Rollers	Diesel	Tier 4 Final	1.00	7.00	36.0	0.38
Grading - Phase I	Sweepers/Scrubbers	Diesel	Average	1.00	8.00	36.0	0.46
Grading - Phase II	Graders	Diesel	Tier 4 Final	1.00	6.00	148	0.41
Grading - Phase II	Rubber Tired Dozers	Diesel	Average	0.00	8.00	367	0.40
Grading - Phase II	Tractors/Loaders/Backhoes	Diesel	Tier 4 Final	2.00	6.00	84.0	0.37
Grading - Phase II	Tractors/Loaders/Backhoes	Diesel	Tier 4 Final	1.00	7.00	84.0	0.37
Grading - Phase II	Plate Compactors	Diesel	Tier 4 Final	1.00	8.00	8.00	0.43
Grading - Phase II	Excavators	Diesel	Tier 4 Final	1.00	8.00	281	0.38

Grading - Phase II	Rollers	Diesel	Tier 4 Final	1.00	7.00	36.0	0.38
Grading - Phase II	Sweepers/Scrubbers	Diesel	Average	1.00	8.00	36.0	0.46
Building Construction -Phase I	Cranes	Diesel	Tier 3	1.00	4.00	367	0.29
Building Construction -Phase I	Forklifts	Diesel	Average	2.00	6.00	82.0	0.20
Building Construction -Phase I	Generator Sets	Diesel	Average	1.00	8.00	82.0	0.20
Building Construction -Phase I	Tractors/Loaders/Backhoes	Diesel	Average	0.00	6.00	84.0	0.37
Building Construction -Phase I	Welders	Diesel	Average	3.00	8.00	16.0	0.51
Building Construction -Phase I	Cement and Mortar Mixers	Diesel	Average	4.00	6.00	10.0	0.56
Building Construction -Phase I	Air Compressors	Diesel	Average	1.00	8.00	6.00	0.56
Building Construction -Phase I	Pumps	Diesel	Average	1.00	4.00	6.00	0.69
Building Construction -Phase I	Sweepers/Scrubbers	Diesel	Average	1.00	8.00	36.0	0.46
Building Construction -Phase II	Cranes	Diesel	Tier 3	1.00	4.00	367	0.29
Building Construction -Phase II	Forklifts	Diesel	Average	2.00	6.00	82.0	0.20
Building Construction -Phase II	Generator Sets	Diesel	Average	1.00	8.00	82.0	0.20
Building Construction -Phase II	Tractors/Loaders/Backhoes	Diesel	Average	0.00	6.00	84.0	0.37
Building Construction -Phase II	Welders	Diesel	Average	3.00	8.00	16.0	0.51
Building Construction -Phase II	Cement and Mortar Mixers	Diesel	Average	4.00	6.00	10.0	0.56
Building Construction -Phase II	Air Compressors	Diesel	Average	1.00	8.00	6.00	0.56

Building Construction -Phase II	Pumps	Diesel	Average	1.00	4.00	6.00	0.69
Building Construction -Phase II	Sweepers/Scrubbers	Diesel	Average	1.00	8.00	36.0	0.46
Paving - Phase I	Cement and Mortar Mixers	Diesel	Average	0.00	6.00	10.0	0.56
Paving - Phase I	Pavers	Diesel	Average	0.00	6.00	81.0	0.42
Paving - Phase I	Paving Equipment	Diesel	Average	0.00	8.00	89.0	0.36
Paving - Phase I	Rollers	Diesel	Tier 4 Final	1.00	8.00	36.0	0.46
Paving - Phase I	Tractors/Loaders/Back hoes	Diesel	Average	0.00	8.00	84.0	0.37
Paving - Phase I	Sweepers/Scrubbers	Diesel	Average	1.00	8.00	36.0	0.46
Paving - Phase II	Cement and Mortar Mixers	Diesel	Average	0.00	6.00	10.0	0.56
Paving - Phase II	Pavers	Diesel	Average	0.00	6.00	81.0	0.42
Paving - Phase II	Paving Equipment	Diesel	Average	0.00	8.00	89.0	0.36
Paving - Phase II	Rollers	Diesel	Tier 4 Final	1.00	8.00	36.0	0.46
Paving - Phase II	Tractors/Loaders/Back hoes	Diesel	Average	0.00	8.00	84.0	0.37
Paving - Phase II	Sweepers/Scrubbers	Diesel	Average	1.00	8.00	36.0	0.46

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition - phase I	—	—	—	—
Demolition - phase I	Worker	12.5	11.7	LDA,LDT1,LDT2
Demolition - phase I	Vendor	—	8.40	HHDT,MHDT
Demolition - phase I	Hauling	3.70	20.0	HHDT
Demolition - phase I	Onsite truck	—	—	HHDT

Site Preparation - Phase I	—	—	—	—
Site Preparation - Phase I	Worker	12.5	11.7	LDA,LDT1,LDT2
Site Preparation - Phase I	Vendor	—	8.40	HHDT,MHDT
Site Preparation - Phase I	Hauling	0.00	20.0	HHDT
Site Preparation - Phase I	Onsite truck	—	—	HHDT
Grading - Phase I	—	—	—	—
Grading - Phase I	Worker	20.0	11.7	LDA,LDT1,LDT2
Grading - Phase I	Vendor	—	8.40	HHDT,MHDT
Grading - Phase I	Hauling	68.5	20.0	HHDT
Grading - Phase I	Onsite truck	—	—	HHDT
Building Construction -Phase I	—	—	—	—
Building Construction -Phase I	Worker	144	11.7	LDA,LDT1,LDT2
Building Construction -Phase I	Vendor	32.3	8.40	HHDT,MHDT
Building Construction -Phase I	Hauling	0.00	20.0	HHDT
Building Construction -Phase I	Onsite truck	—	—	HHDT
Paving - Phase I	—	—	—	—
Paving - Phase I	Worker	5.00	11.7	LDA,LDT1,LDT2
Paving - Phase I	Vendor	—	8.40	HHDT,MHDT
Paving - Phase I	Hauling	0.00	20.0	HHDT
Paving - Phase I	Onsite truck	—	—	HHDT
Demolition - Phase II	—	—	—	—
Demolition - Phase II	Worker	12.5	11.7	LDA,LDT1,LDT2
Demolition - Phase II	Vendor	—	8.40	HHDT,MHDT
Demolition - Phase II	Hauling	3.92	20.0	HHDT
Demolition - Phase II	Onsite truck	—	—	HHDT
Site Preparation - Phase II	—	—	—	—
Site Preparation - Phase II	Worker	12.5	11.7	LDA,LDT1,LDT2
Site Preparation - Phase II	Vendor	—	8.40	HHDT,MHDT

Site Preparation - Phase II	Hauling	0.00	20.0	HHDT
Site Preparation - Phase II	Onsite truck	—	—	HHDT
Grading - Phase II	—	—	—	—
Grading - Phase II	Worker	20.0	11.7	LDA,LDT1,LDT2
Grading - Phase II	Vendor	—	8.40	HHDT,MHDT
Grading - Phase II	Hauling	34.6	20.0	HHDT
Grading - Phase II	Onsite truck	—	—	HHDT
Building Construction -Phase II	—	—	—	—
Building Construction -Phase II	Worker	144	11.7	LDA,LDT1,LDT2
Building Construction -Phase II	Vendor	32.3	8.40	HHDT,MHDT
Building Construction -Phase II	Hauling	0.00	20.0	HHDT
Building Construction -Phase II	Onsite truck	—	—	HHDT
Paving - Phase II	—	—	—	—
Paving - Phase II	Worker	5.00	11.7	LDA,LDT1,LDT2
Paving - Phase II	Vendor	—	8.40	HHDT,MHDT
Paving - Phase II	Hauling	0.00	20.0	HHDT
Paving - Phase II	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (cy)	Material Exported (cy)	Acres Graded (acres)	Material Demolished (Ton of Debris)	Acres Paved (acres)
Demolition - phase I	0.00	0.00	0.00	600	—
Demolition - Phase II	0.00	0.00	0.00	620	—
Site Preparation - Phase I	—	—	0.00	0.00	—
Site Preparation - Phase II	—	—	0.00	0.00	—
Grading - Phase I	0.00	21,375	52.0	0.00	—
Grading - Phase II	0.00	21,375	103	0.00	—
Paving - Phase I	0.00	0.00	0.00	0.00	1.31
Paving - Phase II	0.00	0.00	0.00	0.00	1.31

5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction
Water Exposed Area	2	61%	61%

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Apartments Mid Rise	—	0%
Strip Mall	0.00	0%
Enclosed Parking with Elevator	1.31	100%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2025	0.00	204	0.03	< 0.005
2026	0.00	204	0.03	< 0.005

2027	0.00	204	0.03	< 0.005
2028	0.00	204	0.03	< 0.005

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Apartments Mid Rise	545	545	545	198,925	4,022	4,022	4,022	1,468,021
Strip Mall	316	316	316	115,340	3,032	3,032	3,032	1,106,711
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

Hearth Type	Unmitigated (number)
Apartments Mid Rise	—
Wood Fireplaces	0
Gas Fireplaces	71
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	69
Conventional Wood Stoves	0
Catalytic Wood Stoves	0
Non-Catalytic Wood Stoves	0
Pellet Wood Stoves	0

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
573326.1	191,109	17,232	5,173	3,424

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	180

5.11. Operational Energy Consumption

5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Apartments Mid Rise	477,603	204	0.0330	0.0040	1,232,570
Strip Mall	83,536	204	0.0330	0.0040	55,709
Enclosed Parking with Elevator	354,525	204	0.0330	0.0040	0.00

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Apartments Mid Rise	3,832,500	114,420
Strip Mall	1,784,120	0.00
Enclosed Parking with Elevator	0.00	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Apartments Mid Rise	104	—
Strip Mall	10.3	—
Enclosed Parking with Elevator	0.00	—

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Apartments Mid Rise	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Apartments Mid Rise	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00
Strip Mall	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Strip Mall	Stand-alone retail refrigerators and freezers	R-134a	1,430	0.04	1.00	0.00	1.00
Strip Mall	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.50	7.50	20.0

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor

5.16.2. Process Boilers

Equipment Type	Fuel Type	Number	Boiler Rating (MMBtu/hr)	Daily Heat Input (MMBtu/day)	Annual Heat Input (MMBtu/yr)

5.17. User Defined

Equipment Type	Fuel Type

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

Cal-Adapt midcentury 2040–2059 average projections for four hazards are reported below for your project location. These are under Representation Concentration Pathway (RCP) 8.5 which assumes GHG emissions will continue to rise strongly through 2050 and then plateau around 2100.

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	12.7	annual days of extreme heat
Extreme Precipitation	4.40	annual days with precipitation above 20 mm
Sea Level Rise	—	meters of inundation depth
Wildfire	8.55	annual hectares burned

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about ¾ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (Radke et al., 2017, CEC-500-2017-008), and consider inundation location and depth for the San Francisco Bay, the Sacramento-San Joaquin River Delta and California coast resulting different increments of sea level rise coupled with extreme storm events. Users may select from four scenarios to view the range in potential inundation depth for the grid cell. The four scenarios are: No rise, 0.5 meter, 1.0 meter, 1.41 meters
Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	N/A	N/A	N/A	N/A
Extreme Precipitation	1	0	0	N/A
Sea Level Rise	1	0	0	N/A
Wildfire	1	0	0	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	0	0	0	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	N/A	N/A	N/A	N/A
Extreme Precipitation	1	1	1	2
Sea Level Rise	1	1	1	2
Wildfire	1	1	1	2
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	1	1	1	2

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	14.9

AQ-PM	15.6
AQ-DPM	85.1
Drinking Water	49.5
Lead Risk Housing	21.3
Pesticides	0.00
Toxic Releases	32.4
Traffic	71.5
Effect Indicators	—
CleanUp Sites	89.4
Groundwater	62.4
Haz Waste Facilities/Generators	69.6
Impaired Water Bodies	51.2
Solid Waste	0.00
Sensitive Population	—
Asthma	7.74
Cardio-vascular	12.6
Low Birth Weights	52.4
Socioeconomic Factor Indicators	—
Education	20.9
Housing	26.2
Linguistic	22.2
Poverty	38.6
Unemployment	8.69

7.2. Healthy Places Index Scores

The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Economic	—

Above Poverty	93.55832157
Employed	99.70486334
Median HI	94.84152445
Education	—
Bachelor's or higher	96.5610163
High school enrollment	24.3295265
Preschool enrollment	95.7141024
Transportation	—
Auto Access	51.48209932
Active commuting	89.0157834
Social	—
2-parent households	97.17695368
Voting	89.86269729
Neighborhood	—
Alcohol availability	16.55331708
Park access	61.65789811
Retail density	98.69113307
Supermarket access	31.00218144
Tree canopy	88.88746311
Housing	—
Homeownership	19.78698832
Housing habitability	70.4478378
Low-inc homeowner severe housing cost burden	48.33825228
Low-inc renter severe housing cost burden	91.18439625
Uncrowded housing	82.07365584
Health Outcomes	—
Insured adults	91.18439625
Arthritis	96.2

Asthma ER Admissions	90.7
High Blood Pressure	94.9
Cancer (excluding skin)	60.5
Asthma	94.4
Coronary Heart Disease	97.0
Chronic Obstructive Pulmonary Disease	98.5
Diagnosed Diabetes	97.7
Life Expectancy at Birth	88.6
Cognitively Disabled	80.8
Physically Disabled	81.6
Heart Attack ER Admissions	85.7
Mental Health Not Good	96.1
Chronic Kidney Disease	95.6
Obesity	92.5
Pedestrian Injuries	89.2
Physical Health Not Good	98.9
Stroke	97.8
Health Risk Behaviors	—
Binge Drinking	13.6
Current Smoker	95.0
No Leisure Time for Physical Activity	98.3
Climate Change Exposures	—
Wildfire Risk	0.0
SLR Inundation Area	0.0
Children	75.0
Elderly	62.6
English Speaking	85.1
Foreign-born	56.2

Outdoor Workers	78.8
Climate Change Adaptive Capacity	—
Impervious Surface Cover	43.8
Traffic Density	34.5
Traffic Access	87.4
Other Indices	—
Hardship	0.6
Other Decision Support	—
2016 Voting	93.7

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	20.0
Healthy Places Index Score for Project Location (b)	99.0
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	No
Project Located in a Low-Income Community (Assembly Bill 1550)	No
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

a: The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.
b: The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

Screen	Justification
Land Use	Based on applicant provided information
Construction: Construction Phases	Based on applicant provided information
Construction: Trips and VMT	The haul trucks will each have a capacity of 12 cubic yards.
Construction: Off-Road Equipment	Based on applicant provided information
Construction: Dust From Material Movement	based on applicant provided information. Split the export quantities into the two phases.
Operations: Hearths	No fireplaces
Operations: Vehicle Data	Based on the transportation study provided by Hexagons. The project would generate 861 gross daily trips.
Operations: Water and Waste Water	Based on applicant provided information

Appendix E

Utility Impact Study

Schaaf & Wheeler
CONSULTING CIVIL ENGINEERS

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Santa Clara, CA 95054-1860
t. 408-246-4848
lcoponen@swsv.com

MEMORANDUM

TO:	George Dix (Rincon Consultants Inc.)	DATE:	December 2, 2024
FROM:	Leif Coponen, PE; Brett Crews, PE	JOB#:	RNCN.07.24
SUBJECT:	881 Castro St – Utility Impact Study (DRAFT)		

Executive Summary

Rincon Consultants Inc. has retained Schaaf & Wheeler to determine impacts from the 881 Castro St (Castro Commons) Project (Project) on the City of Mountain View's (City) potable water and sanitary sewer systems. This memorandum and its findings will be used to assist the City with planning efforts. The Project site is located on the eastern side of Castro Street just North of W El Camino Real. The Project proposes to construct an 8-story mixed-use building with 140 dwelling units, 9,776 square feet of commercial retail/restaurant space, and two stories of below-grade parking. The new building will be replacing five existing single story commercial buildings and one existing two-story apartment complex. The Project site encompasses a total area of 1.31-acres. The Project area encompasses six existing parcels, APN 158-06-008, APN 158-06-010, APN 158-06-036, APN 158-06-037, APN 158-06-038, and APN 158-06-039. The Project site is shown in Figure 1.

This memo is a confirmation of existing studies and does not include a detailed impact study. The incremental difference in potable water demand and sanitary sewer flow is estimated for the proposed Project development and the impact of the incremental differences on the utility systems are evaluated for both an Existing and Future Cumulative Condition. The Existing Condition is evaluated to determine any Project impacts on the City's utility systems with current infrastructure and current land use throughout the City. The Future Cumulative Condition is evaluated to determine any Project impacts on the City's utility systems with future planned infrastructure and future planned land use and growth. Previous technical studies encompassing the Project area include: 2022 Water Master Plan (WMP) and 2022 Sewer Master Plan (SMP). Projected potable water demand and sanitary sewer flow generation for the proposed mixed use Project are based on updated unit duty factors determined as part of the North Bayshore Precise Plan Phase II (NBPPPII) Utility Impact Study (Schaaf & Wheeler, October 2016).

Based on the findings and recommendations of the previous technical studies, the Project does not contribute to additional deficiencies in the water system. The proposed Project increases the total base water demand for the site by 17,923 gpd under the modeled Existing Conditions and by 13,863 gpd under the modeled Future Cumulative Conditions. The system is sufficient to maintain minimum pressures under peak hour demand (PHD) with and without the Project demand in the Existing and Future Condition. There is sufficient capacity in the water system to serve fire flows at and around the Project site in the Existing & Future Condition. The Project does not worsen existing deficiencies nor contribute to new deficiencies. There is one CIP, CIP 16, and two Annual Replacement Projects, AR 1-5, south of the Project from the 2022 WMP. These CIPs are to address deficiencies near the Project site; however, they are not necessary to serve the Project. The associated Project water demands do not significantly impact the water system in the Existing nor Future Cumulative Condition. The City's water system is sufficient to support the increased modeled demands.

Based on the findings and recommendations of the previous technical studies, the Project does not contribute to additional deficiencies in the sewer system. There are no deficiencies along the flow path in the Existing Condition nor in the Future Cumulative Condition pre- and post-Project. The proposed Project increases the total base sewer generation for the site by 13,608 gpd under the modeled Existing Conditions and 11,054 gpd under the modeled Future Cumulative Conditions. There are no CIPs in the 2022 SMP that outline upsizing pipes along the pipes in the flow path. Under both the Existing and Future Condition, 312 linear feet (LF) of the project's conveyance path was found to be surcharged, however following the City's minimum freeboard criteria the surcharged pipe segment is not considered deficient. The increased Project sewer flows do not significantly impact the sewer system.

Introduction

The Project proposes to construct a mixed-use development with 140 dwelling units and 9,776 square feet of commercial restaurant and retail. This study assumes half of the commercial space is retail and half is restaurant. This study estimates the incremental difference in water demand and sewer flow resulting from Project development and evaluates impacts compared to previous study findings. The incremental difference is added to the City's computer models for Existing and Future Cumulative Conditions. The Existing and Future Cumulative Conditions use the City's models developed as part of the 2022 WMP and SMP. Projected increases in demands across the City in the Future Cumulative Condition model are consistent with growth projections from the 2020 Urban Water Management Plan (UWMP) for the planning horizon year 2030.

Water System Impact

Incremental Project Contribution

The incremental difference in Average Daily Demand (ADD) with the Project is 17,923 gpd greater than the Existing demand and 13,863 gpd greater than the Future Cumulative demand allocated in the models. The site is currently occupied by five existing single story commercial buildings and one existing two-story apartment complex. The ADD is an estimated daily average demand based on totalized annual water use.

Project water demand is estimated from the dwelling units provided in the Project Drawings dated September 2024. Unit counts were further updated based on correspondence in November 2024. Table 1 shows the Project demand estimation using water unit duty factors from Table 2-2 in the NBPPPII UIS. Table 2 presents the water demand in the City's hydraulic models for the Existing Condition, and Table 3 shows the water demand for the Future Cumulative Condition. The Project site's potable and fire water demand is serviced by one 12-inch water main along Castro Street and one 12-inch water main along Hope Street. The Project is in the City's Pressure Zone 2.

Table 1: Project Estimated Water Demand

Address	Individual Use	Dwelling Units/ Square Footage	Water Duty Factor	Water Demand (gpd)
881 Castro St	High-Density Residential	140 DU	100 gpd/DU	14,000
	Retail	4,888 SF	130 gpd/1000 SF	635
	Restaurant	4,888 SF	1,200 gpd/1000 SF	5,866
Total				**20,501**

Table 2: Existing Model Water Demand

APN	Land Use	Modeled Water Demand (gpd)
158-06-008	Commercial	864
158-06-010	Commercial	547
158-06-036	High-Density Residential	360
158-06-037	Public Facility	187
158-06-038	Mixed Use	475
158-06-039	Office	144
Total		**2,578**

Table 3: Future Cumulative Model Water Demand

APN	Land Use	Modeled Water Demand (gpd)
158-06-008	Commercial	2,506
158-06-010	Commercial	1,598
158-06-036	High-Density Residential	403
158-06-037	Public Facility	1,094
158-06-038	Mixed Use	518
158-06-039	Office	518
Total		**6,638**

Fire Flow Requirement

The anticipated Project-specific fire flow requirement at the site is based on the 2022 California Fire Code (CFC) Appendix B, which gives the minimum fire flow requirement based on fire-flow area and building construction type. Construction type and estimated floor area for the Project and existing buildings are taken from the Project Plan Set dated September 2024. Based on the California State Fire Marshal Code Interpretation 11-015 for mixed use construction, the fire flow requirement for the proposed buildings is estimated using a percentage approach between Type IV-B construction proposed for the multi-family residential levels (Floors 3, 4, 5, 6, 7, & 8) and Type I-A for first two floors and underground parking garage. After Project development, the Project specific required fire flow at the site is anticipated to be 3,128 gpm, utilizing a 50% reduction in fire flow because the building is equipped with automatic sprinklers.

Adjacent parcels to the Project have a planning-level required fire flow of 3,500 gpm at the same model nodes. The modeled fire flow was therefore not modified from 3,500 gpm at the nodes to ensure adjacent parcels' requirements were met for planning purposes.

Model Results

The water system is evaluated under Peak Hour Demand (PHD) to ensure a minimum pressure of 40 psi can be maintained per the City's design performance criteria. A peaking factor of 1.73, taken from the 2022 WMP, is applied to the average daily water demand. There are no existing hydraulic deficiencies per the minimum pressure requirements near the Project site pre- or post-Project in either the Existing or Future Cumulative condition. The system has capacity for the increased Project demand while meeting PHD performance criteria and does not affect previous study findings.

The water system is also evaluated to ensure adequate capacity is available to convey fire flows under Maximum-Day Demand (MDD) conditions while maintaining a minimum pressure of 20 psi in the system. A peaking factor of 1.25, taken from the 2022 WMP, is applied to the ADD to represent MDD conditions for which the fire flow analysis is conducted. From the previous studies, the planning-level fire flow requirement is met at the Project site in the Existing Conditions as shown in Figure 2. In the Existing Conditions, pre- and post-project available fire flow is 8,640 gpm at the 12-inch pipe in Castro Street and is 10,350 gpm at the 12-inch in Hope Street. There are multiple deficiencies to the west and south of the Project. The existing deficiencies in High School Way and W El Camino Real are due to an artificial model constraint limiting velocity to 15 ft/s. Due to modeling nuance, the further away from a larger water main, the higher the available fire flow due to how the model handles reducing flows to reduce pipe velocities. The Project demands have no impact on the available flows at these deficient locations.

The Future Cumulative Conditions planning-level fire flow requirements are met at the Project site assuming all CIPs outlined in the 2022 WMP, are constructed. In the Future Conditions, pre and post-Project available fire flow is 8,540 gpm at the 12-inch pipe in Castro Street and is 10,300 gpm at the 12-inch in Hope Street. There are deficiencies to the west of the Project pre- and post-Project. These deficiencies are due to the same modeling nuance to account for velocity criteria. The Project does not have any impact on the available flows at the deficient nodes. There is one CIP, CIP 16 and two Annual Replacement Projects, AR 1-5, south of the Project from the 2022 WMP. These CIPs are to address deficiencies near the Project site; however, they are not necessary to serve the Project.

Project Contribution to Existing Deficiencies

There are no deficiencies at the Project site in the Existing Condition nor in the Future Cumulative Condition, assuming all the CIPs outlined in the 2022 WMP have been constructed. The system has sufficient capacity to serve the Project. There are multiple deficiencies in the Existing and Future Cumulative Condition to the west and south of the Project. The Project flows have no impact on the available flows at these locations.

Sewer System Impact

Incremental Project Contribution

The incremental difference in Base Wastewater Flow (BWF) with the Project is 13,608 gpd greater than the Existing Condition flow and 11,054 gpd greater than the Future Cumulative Condition flow estimate in the computer models. Base wastewater flow (BWF) is from residential, commercial, institutional, office and industrial sources and represents a daily average for wastewater flows and is used to model City-wide demands.

Project generated sewer flow is estimated from the number of residential units and total square footage of commercial retail/restaurant space provided in the Project Plan Set dated September 2024. Unit counts were further updated based on correspondence in November 2024. The high-density residential, retail, and restaurant sewer duty factors are used from Table 4-2 in the NBPPPII Utility Impact Study to estimate sewer flow. Table 4 provides the estimated Project sewer flow. Table 5 presents the sewer generation in the City's hydraulic models for the Existing Condition, and Table 6 shows the sewer generation for the Future Cumulative Condition. The proposed sewer system connections are assumed to be one to the existing 6-inch SS line within Hope Street and one to the existing 10-inch SS line within Castro Street.

Table 4: Project Estimated Sewer Flow

Address	Individual Use	Dwelling Units/ Square Footage	Generation Factor	Sewer Generation (gpd)
881 Castro St	High-Density Residential	140 DU	75 gpd/DU	10,500
	Retail	4,888 SF	100 gpd/1000 SF	489
	Restaurant	4,888 SF	900 gpd/1000 SF	4,399
Total				**15,388**

Table 5: Existing Model Sewer Flow

APN	Land Use	Modeled Sewer Demand (gpd)
158-06-008	Commercial	605
158-06-010	Commercial	387
158-06-036	High-Density Residential	232
158-06-037	Public Facility	132
158-06-038	Mixed Use	335
158-06-039	Office	89
Total		**1,780**

Table 6: Future Cumulative Model Sewer Flow

APN	Land Use	Modeled Sewer Demand (gpd)
158-06-008	Mixed Use	1,642
158-06-010	Mixed Use	1,050
158-06-036	High-Density Residential	249
158-06-037	Mixed Use	719
158-06-038	Mixed Use	335
158-06-039	Mixed Use	338
Total		**4,334**

Model Results

The affected area of roughly 4.67 miles of gravity system evaluated for the Project impact begins at two connections, one on the west side of the project area on Castro Street, and one on the east side along Hope Street. The sewer flow collected along Castro Street continues north until reaching the West Trunk main at the intersection of Castro Street and Church Street. The sewer flow collected at the intersection of Hope St and Fairmont Avenue continues north along Hope Street, then discharging into the West Trunk Main at the intersection of Hope Street and Church Street. The flows from the two connections are then conveyed by the West Trunk Main to the Shoreline Sewage Pump Station. The Project sewer conveyance pathway is highlighted in Figure 3.

Sewer capacity is analyzed under Peak Wet Weather Flow (PWWF) and Average Dry Weather Flow (ADWF). PWWF is used to determine hydraulic deficiencies according to the performance criteria in Table

7, and ADWF is used to determine Project flow contribution when determining fair-share allocation for improvement costs. Once pipes are considered deficient, the design criteria outlined in Table 8 shall be used to size the CIP to correct the deficiency.

Table 7: Sewer System Performance Criteria

Criteria	Entire System
Minimum Freeboard in Each Manhole (ft)	5.0

Table 8: CIP Design Criteria

Criteria	Pipe Diameter ≤ 12 inch	Pipe Diameter > 12 inch
Maximum Flow Depth/Pipe Diameter (d/D)	0.50	0.75

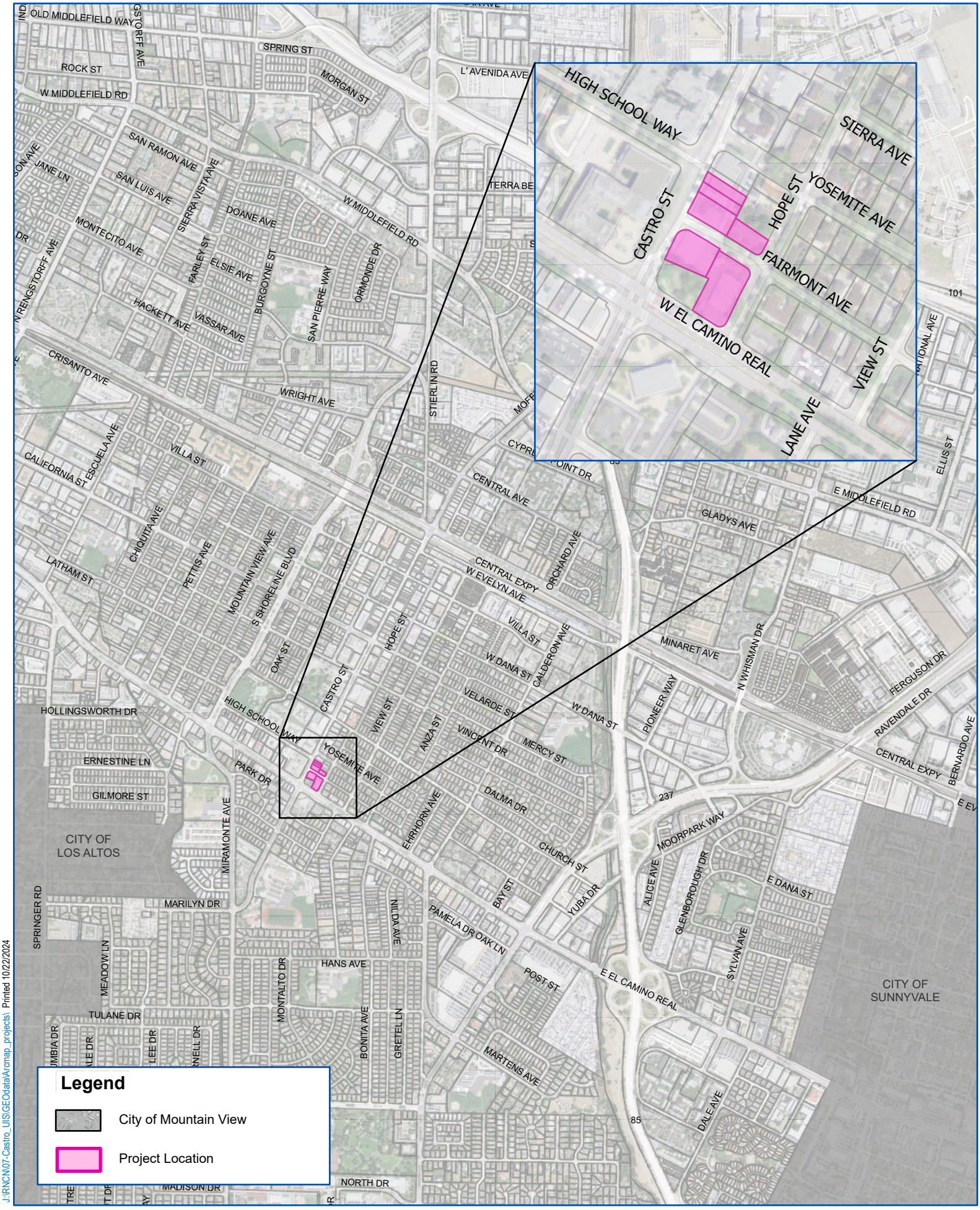
The PWWF scenario applies diurnal peaking curves for residential and non-residential flows and simulates system response as rainfall enters the system. The diurnal peaking curves are adopted from the City's 2022 SMP. Groundwater Infiltration (GWI) and rainfall-dependent infiltration (RDI/I) are included but are not peaked. The ADWF scenario is developed in the model by adding BWF and groundwater GWI. GWI is modeled as a constant inflow and includes base infiltration (BI) and constant flows discharged to the sewer system. Since the ADWF scenario models average daily flows, BWF and GWI are not peaked.

In the Existing Condition, 312 LF of the project's conveyance path was found to be surcharged. In the Existing Condition post-project the increased Project flow does not generate new deficiencies. All surcharged pipe along the Project's conveyance path, under Existing Condition pre- and post-project, are not considered deficient based on the freeboard requirements listed in Table 7.

In the Future Cumulative Condition-pre project, 312 LF of the project conveyance path was found to be surcharged. In the Future Cumulative condition post-project, the increased Project flow does not generate new deficiencies. All surcharged pipe along the Projects conveyance path, under Future Cumulative Condition pre- and post-project, are not considered deficient based on the freeboard requirements listed in Table 7.

Project Contribution to Deficiencies

There are no deficiencies along the Project conveyance pathway in the Existing Condition or in the Future Cumulative Condition. The Project does not contribute to any additional deficiencies.



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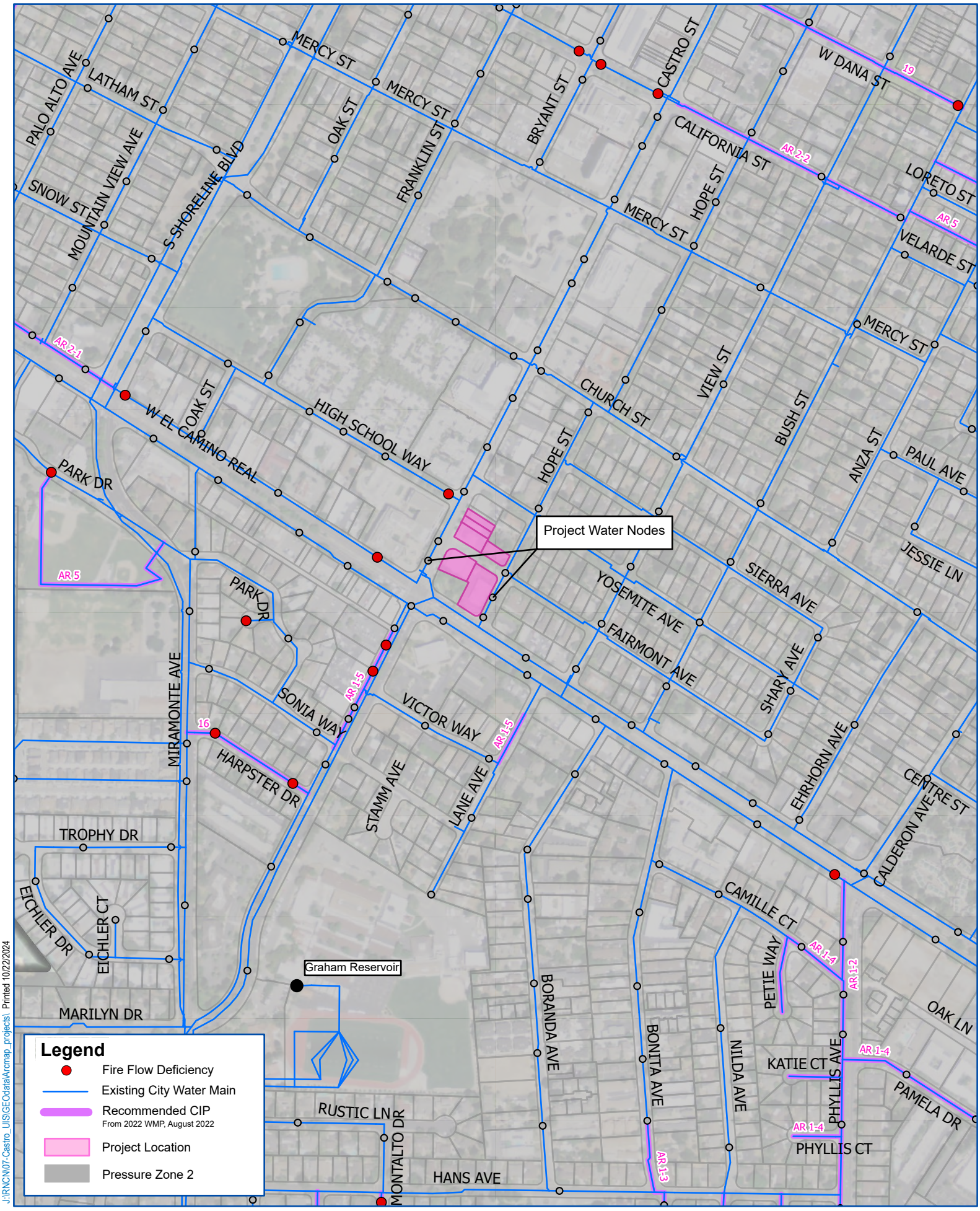
Schaaf & Wheeler
CONSULTING CIVIL ENGINEERS

0 800 1,600 Feet

N

FIGURE 1: **Project Location**

881 Castro St - Utility Impact Study | December 2024



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0 240 480 Feet

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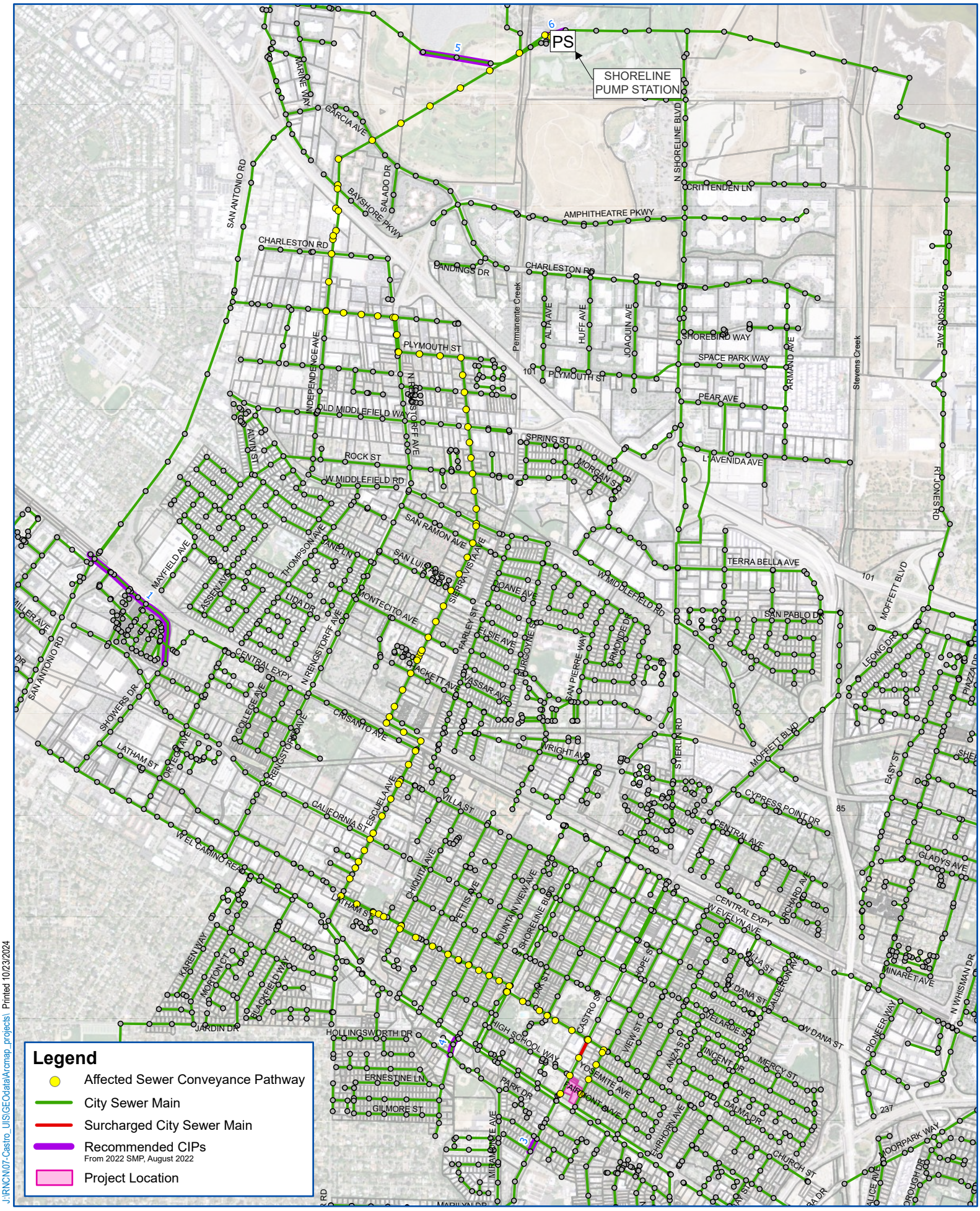
FIGURE 2:

Fire Flow Analysis
Water System Model

881 Castro St - Utility Impact Study | December 2024



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0 890 1,780 Feet

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FIGURE 3: **Peak Wet Weather Flow**
Sewer System Model

881 Castro St - Utility Impact Study | December 2024

Appendix F

Historic Resources Evaluation

Rincon Consultants, Inc.
99 South Almaden Boulevard
San José, California 95113
408-577-3008

August 27, 2025
Rincon Project No. 24-16059

Edgar Maravilla, Senior Planner
City of Mountain View
500 Castro Street, #2
Mountain View, California 94041

Via email: Edgar.Maravilla@mountainview.gov

Subject: Historical Resources Evaluation in Support of California Environmental Quality Act Documentation for the Proposed 881 Castro Street Mixed-Use Project

Dear Mr. Maravilla:

Rincon Consultants, Inc. (Rincon) was retained by the City of Mountain View (City) to prepare a historical resources evaluation memorandum in support of the proposed 881 Castro Street Mixed-Use Project (project). This study includes the methods and results of a Northwest Information Center (NWIC) records search, background and archival research, pedestrian survey, and National Register of Historic Places (NRHP), California Register of Historical Resources (CRHR), and City of Mountain View Register of Historic Resources evaluation of six cultural resources. This study was conducted to determine whether the project would result in an impact to historical resources in accordance with the California Environmental Quality Act (CEQA). The City is the CEQA lead agency.

Project Description

The project site is approximately 1.31 acres and includes six parcels – 700 W. El Camino Real (Assessor Parcel Number [APN] 156-06-008), 750 Fairmount Avenue (APN 158-06-036), 843 Castro Street (APN 158-06-039), 871 Castro Street (APN 156-06-038), 881 Castro Street (APN 158-06-037), and 903 Castro Street (APN 158-06-010) (Figure 1, Attachment A). The project involves merging these parcels and the adjacent Fairmont right-of-way (ROW) into a single parcel for development. Development of the project site includes demolishing five existing commercial buildings with retail and office uses, and one two-story apartment building. Following demolition of on-site structures (including utility connections, surface parking, and landscaping), the project would involve construction of a new eight-story, mixed-use building with 140 residential units and 13,352 square feet of ground-floor commercial space. Two levels of below-grade parking would be provided in the building.

Personnel

Architectural Historian Josh Bevan, AICP, MSHP is the primary author of this memorandum and evaluations. Senior Architectural Historian Rachel Perzel, MA, served as the project manager and reviewed this memorandum and the attached DPR 523 Series forms. Cultural Resources Principal Margo Nayyar, MA provided senior oversight and quality assurance review. Geographic Information Systems Analysts Bryan Valladares and Abby Robles prepared the figures found in this report. Mr. Bevan, Ms. Perzel, and Ms. Nayyar meet the Secretary of the Interior's Professional Qualifications Standards for history and architectural history (National Park Service 1983).

Methods

Cultural Resources Records Search

To identify previously conducted cultural resources studies and previously recorded cultural resources within a 0.25-mile radius of the project site, Rincon requested a search of the California Historical Resources Information System (CHRIS) at the NWIC at Sonoma State University on September 4, 2024. The CHRIS search included review of the California OHP Archaeological Determination of Eligibility (ADOE) list, which was negative. Rincon also reviewed the NRHP, CRHR, California Historical Landmarks list, Built Environment Resources Directory (BERD), and the City of Mountain View Register of Historic Resources (local register) (OHP 2022; Mountain View, City of 2022, 2024a).

Archival and Background Research

Rincon completed background and archival research in support of this study in September and October 2024. A variety of primary and secondary source materials were consulted. Sources included but were not limited to Phase I Environmental Site Assessment (ESA) reports prepared for the properties within the project site in 2024, historical maps, aerial photographs and newspaper articles held by the Mountain View Public Library and online repositories, City of Mountain View Building Division records, and written histories of the area, including the draft *City of Mountain View Historic Context Statement*. The following sources were utilized to develop an understanding of the project site and its context:

- *Phase I Environmental Site Assessment Gingko Furniture 903 Castro Street and 751 Fairmont Avenue, Mountain View, California 94041* prepared by PSI in 2024, including aerial photograph, topographic map, Sanborn map, and city directory data (PSI 2024a)
- *Phase I Environmental Site Assessment Multi-Tenant Commercial & Multi-Family Residential Buildings 750 Fairmont Avenue and 843, 845, 871, 873, 881, & 889 Castro Street, Mountain View, California 94041* prepared by PSI in 2024, including aerial photograph, topographic map, Sanborn map, and city directory data (PSI 2024b)
- Santa Clara County Assessor's Office data accessed via ParcelQuest.com
- Historical aerial photographs accessed via University of California, Santa Barbara Library FrameFinder (UCSB)
- Historical newspaper clippings obtained from Newspapers.com and the Mountain View Mountain View Public Library's digitized newspaper collection at Mountain View Public Library
- Various historical records via Ancestry.com
- *Draft City of Mountain View Historic Context Statement (*Page & Turnbull 2024)
- City of Mountain View Register of Historic Resources (Last updated September 28, 2022)
- City of Mountain View Building Division, In-person research on October 15, 2024, and online permit records review in October 2024
- Mountain View Public Library Mountain View Public Library, In-person research on October 15, 2024

Pedestrian Survey

Architectural Historian, Josh Bevan, conducted a historical resources survey of the project site on October 15, 2024. Mr. Bevan completed a visual inspection of built environment features within the project site to assess their overall condition and integrity, and to identify and document any potential

character-defining features. Observations were recorded using detailed notes and digital photographs. The project site was noted as being fully developed with little exposed soils. Therefore, an archaeological survey was not conducted.

Evaluations

Rincon evaluated each of the six properties under the criteria of the NRHP, CRHR, and local register to determine if any of the properties qualify as a historical resource as defined by CEQA Section 15064.5(a).

Results

Cultural Resources Records Search

The CHRIS records search was received on September 25, 2024 (No. 24-0351) and documented the following: previous cultural resources studies and previously recorded cultural resources within a 0.25-mile radius of the project site, review of the Archeological Determinations of Eligibility (negative), and the California Inventory of Historic Resources 1976 (negative).

Previous Cultural Resources Studies

The CHRIS records search identified 11 cultural resources studies that have been previously conducted within a 0.25-mile radius of the project site (Attachment B). None of these studies investigated areas within the project site. The only study that occurred directly adjacent to the project site is Study S-004893, *Cultural Resources Survey, 04-SCl-82 P.M. 18.8/21.6 04220-151121, Widening from Route 85 to Showers Drive in the Cities of Los Altos and Mountain View* occurred along Route 85 (El Camino Real) in 1978. This study investigated the adjacent street but did not result in the identification of resources within or adjacent to the project site.

Previously Recorded Cultural Resources

The CHRIS records search and background research identified two cultural resources that have been previously recorded within a 0.25-mile radius of the project site, neither of which are located within or adjacent to the project site. Records search results can be found in Attachment B.

Archival and Background Research

Results of the archival and background research informed the NRHP, CRHR, and local register evaluations conducted in support of this study. Findings are documented in detail in Attachment B.

Pedestrian Survey and Evaluations

The following section summarizes the results of fieldwork and evaluations for six historic-age properties within the project site: 700 W. El Camino Real (APN 156-06-008), 750 Fairmount Avenue (APN 158-06-036), 843 Castro Street (APN 158-06-039), 871 Castro Street (APN 156-06-038), 881 Castro Street (APN 158-06-037), and 903 Castro Street (APN 158-06-010). As part of the historical resources assessment, the properties were recorded and evaluated for historical resources eligibility on DPR series forms, which are included in Attachment B and summarized below. Please refer to the attached DPR forms for expanded histories, additional photographs, evaluations, and references to sources and repositories consulted for each property.

700 W. El Camino Real

Physical Description

The property at 700 W. El Camino Real is a 0.42-acre parcel located at the northwest corner of El Camino Real and Hope Street in downtown Mountain View (Photograph 2, Attachment A). The property is bounded by El Camino Real to the south, Hope Street to the east, Fairmont Avenue to the north, a commercial property at 881 Castro Street to the northwest, and Gateway Park to the west. This property contains a one-story, branch bank building, situated along the center of the east property line, with the remainder of the site containing paved surface parking areas, concrete parking lot islands, and perimeter landscaping. The property was vacant during the survey. Entrance driveways to the property are located at the northeast and southeast corners on Hope Street, and an exit driveway is located at the southwest corner on El Camino Real. The bank building was constructed in 1972 and has been altered to a contemporary appearance while retaining its original footprint and roof shape. It has a concrete foundation and appears to have a steel frame. Its exterior is clad with metal panels with vertical ridges. Fenestration includes floor-to-ceiling tinted storefront windows and glazed metal doors set in dark anodized metal frames around the first story. A clerestory ribbon window that wraps around the entire building is set above the first story ceiling line and has a lighter, bronze anodized finish and narrow mullion profile. This variation in mullion profile and metal finish indicates the storefront windows are likely replacements to original windows. The metal doors also have high kickplates that indicate they were likely installed ca. 1990s to comply with accessibility code. The roof is set above the clerestory windows reads as a flat slab floating above the storefronts and has a flat fascia, clad with sheet metal with a similar detail to the cladding along the exterior walls and columns. The soffit beneath the overhanging roof is enclosed with non-original wood panels. Square soffit-mounted lights are placed around the building. The main entrance to the building is located on the south façade, with an automatic teller machine (ATM) terminal set into the façade to the immediate west. The east exterior features two banks of windows, with a windowless wall section at center. The rear (north) façade contains an additional entrance, access via concrete ramp and stairs. The west exterior is set alongside a drive-through lane and contains a two-lite teller's window. The building appears to be in good condition.

Site History

The currently vacant bank building at 700 W. El Camino Real was built in 1972, during the later years period identified as "Postwar Suburbanization, City Building & Silicon Valley Innovation (1945-1979)" in the draft *City of Mountain View Historic Context Statement* (hereafter, *HCS*) (*Peninsula Times Tribune* 1972, Page & Turnbull 2024). The property was developed by Barclay's Bank to serve as a branch banking location, on a site that had been previously occupied by two properties: a gas station that stood within the southern extent of the existing site along El Camino Real, and an office building fronted to Fairmont Avenue at the north end of the site. Research of City of Mountain View building records and online repositories failed to identify design professionals associated with the building's original design (City of Mountain View 2024b, Avery Index 2024, Mountain View Public Library 2024, Newspapers.com 2024; US Modernist 2024). After development of branch bank, Barclay's occupied the building until ca. 1987; thereafter, the building was altered as subsequent tenant's including Sumimoto Bank and California Bank & Trust became occupants between the early 1990s and recent past (PSI 2024a).

Historical Resources Evaluation

700 W. El Camino Real does not appear to be significant to the pattern of post-World War II development in Mountain View, nor for its association with Barclay's Bank of California, and has not been identified as the location of any historically significant events. Research did not identify any individuals associated with the building who have made significant contributions to history. Investigation of the property's developmental history failed to identify construction or design professionals associated with the building's original design. Beyond a rendering, original permit or plans for the building were not found through review of available City building records and archival research. Overall, the building does not appear to be a significant example of a type, period, method of construction, architectural style, or to possess high artistic value.

Therefore, the property at 700 W. El Camino Real is recommended ineligible for listing in the NRHP, CRHR, and the local register due to a lack of historical and architectural significance.

750 Fairmont Avenue

Physical Description

The property at 750 Fairmont Avenue is a 0.13-acre parcel located at the northwest corner of Fairmont Avenue and Hope Street in downtown Mountain View (Photograph 3, Attachment A). The property is bound by Fairmont Avenue to the southwest, Hope Street to the southeast, the commercial property at 881 Castro Street to the northwest, and a residential property at 864 Hope Street to the northeast. This property contains a two-story, multi-family residential building situated toward the rear parcel line. The building spans nearly the entire width of the property, with paved driveways on Fairmont Avenue and Hope Street, and landscaped beds adjacent to the driveway at the front of the site. The building appears to have a concrete foundation and has a C-shaped footprint with a recessed central section flanked by left and right wings. The structure is wood framed and capped by a hip roof with a moderate overhang and asphalt shingles. The exterior features lapped wood siding along portions of the first story and textured stucco elsewhere. All windows visible from the public right-of-way appear to have replacement vinyl sash set in rectangular openings. Visible doors appear to be paneled wood or flush wood, depending on their location, with exterior storm doors. The entrance at the right (eastern) side of the first story on Fairmont Avenue is set beneath a bracketed gable. The building contains two garage bays aligned with each driveway. One set face Fairmont Avenue and another faces Hope Street. The garage doors appear to open overhead and appear to be wood, with decorative border trim. The garages facing Fairmont Avenue are set beneath a carport with a deck at the second story. The deck's railing is a replacement made of wood. The building appears to be in good condition.

Site History

The multi-family residential building at 750 Fairmont Avenue was constructed in 1956 during the period identified as "Postwar Suburbanization, City Building & Silicon Valley Innovation (1945-1979)" in the draft *HCS* (ParcelQuest 2024, UCSB 1956, Page & Turnbull 2024). The building is minimally adorned and is a modest example of post-World War II, vernacular multi-family residential construction, with limited elements of ranch styling (bracketed canopy, border trim on garage doors). Research of City of Mountain View building records and online repositories failed to identify design professionals associated with the building's original design (City of Mountain View 2024b, Avery Index 2024, Mountain View Public Library 2024, Newspapers.com 2024; US Modernist 2024). Since its construction in 1956, the building has been minimally altered, including window replacement with existing vinyl sash, and replacement of a deck railing that spans across a carport on the south side of the building (City of Mountain View 2024b). The building retains its C-shaped footprint, four garage

bays with border trim, one entrance with a bracketed canopy, and has not been subject to any apparent additions or significant alterations of its massing. Since its construction the building has been occupied by several tenants across its four apartments (PSI 2024b, R.L Polk & Co. 1962, 1964, 1966, 1968).

Historical Resources Evaluation

750 Fairmont Avenue does not appear to be significant to the pattern of post-World War II development in Mountain View and has not been identified as the location of any historically significant events. Research did not identify any individuals associated with the building who appear to have made significant contributions to history. Investigation of the property's developmental history failed to identify construction or design professionals associated with the building's original design. An original permit or plans for the building were not found through review of available City building records and archival research. Research of the property's developmental history failed to identify construction or design professionals associated with the building's original design. Overall, the building does not appear to be a significant example of a type, period, method of construction, architectural style, or to possess high artistic value.

Therefore, the property at 750 Fairmont Avenue is recommended ineligible for listing in the NRHP, CRHR, and the local register due to a lack of historical and architectural significance.

843 Castro Street

Physical Description

The property at 843 Castro Street is a 0.07-acre parcel located on the east side of Castro Street, between Yosemite Avenue (north) and Fairmont Avenue (south) in downtown Mountain View (Photograph 4). The property is bounded by Castro Street to the west, a neighboring commercial building at 825 Castro Street to the north, neighboring residences on Hope Street to the east, and a neighboring commercial building at 871 Castro Street to the south. This property contains a one-story commercial-office building constructed in 1947-1948. The rear of the parcel is paved ground, including parking directly behind the building and a driveway that parallels Castro Street between Yosemite and Fairmont Avenue. The building's façade is symmetrical with two storefronts that mirror each other; one for the address 843 Castro Street and the other for 845 Castro Street; at the time of survey, the building appeared to be occupied by a single business across both interior units. Replacement entrance doors are set in narrow bays at the outer sides of the façade and are metal with full glazing. The two inner bays have single-lite rectangular windows with similar replacement metal frames, single-lite display windows set on Roman brick bulkheads. Roman brick columns divided the four bays, and an opaque transom tops each bay. A pent eave mounted to the parapet and covered with clay tiles overhangs the façade. It features a gutter with streamline/stripe detailing. The north and south sides of the building abut neighboring buildings. The rear exterior has a painted concrete block exterior and two entrances, each with a flush metal door and an adjacent vinyl casement window set behind a metal security. The building appears to be in good condition.

Site History

The building at 843 Castro Street was constructed ca. 1947-1948, based upon review of historical newspapers and aerial photographs (*Mountain View Leader Review* 1947, UCSB 1948). This approximate construction date differs from Santa Clara County Assessor data, which lists a date of 1928 (ParcelQuest 2024). Research found that this property was a vacant site between the mid-1930s and 1940s, before the existing building was constructed (NARA 1934). 843 Castro Street was

developed during the period identified as "Postwar Suburbanization, City Building & Silicon Valley Innovation (1945-1979)" in the draft *HCS* (Page & Turnbull 2024). Research of City of Mountain View building records and online repositories failed to identify design professionals associated with the building's original design (City of Mountain View 2024b, Avery Index 2024, Mountain View Public Library 2024, Newspapers.com 2024; US Modernist 2024). Historically, the property contained businesses with addresses 843, 845, and 853 Castro Street, ranging from automobile part suppliers and television/electronics retailers to real estate brokerages between the late 1940s and 1970s (Mountain View Register Leader 1947, *Mountain View Register* 1950, PSI 2024b). More recent occupants include tax consultation businesses and insurance agencies (PSI 2024b). Since its original construction, the building has been modified with a pent eave covered with roofing tiles, as well as replacement entrance doors and replacement windows at the rear (City of Mountain View 2024b).

Historical Resources Evaluation

843 Castro Street does not appear to be significant to the pattern of post-World War II development in Mountain View and has not been identified as the location of any historically significant events. Research did not identify any individuals associated with the building who appear to have made significant contributions to history. Investigation of the property's developmental history failed to identify construction or design professionals associated with the building's original design. An original permit or plans for the building were not found through review of available City building records and archival research. Research of the property's developmental history failed to identify construction or design professionals associated with the building's original design. Overall, the building does not appear to be a significant example of a type, period, method of construction, architectural style, or to possess high artistic value.

Therefore, the property at 843 Castro Street is recommended ineligible for listing in the NRHP, CRHR, and the local register due to a lack of historical and architectural significance.

871 Castro Street

Physical Description

The property at 871 Castro Street is a 0.07-acre parcel located on the east side of Castro Street, between Yosemite Avenue (north) and Fairmont Avenue (south) in downtown Mountain View. The property is bounded by Castro Street to the west, a commercial property at 843 Castro Street to the north, a commercial property at 881 Castro Street to the south, and residences on Hope Street to the east. The property contains a one-story commercial building constructed in 1950-1956. The rear of the parcel is paved ground, including parking directly behind the building and a driveway that parallels Castro Street between Yosemite and Fairmont avenues. The building's façade is symmetrical and has a concave profile, with two storefronts angled inward toward the center. Each storefront features a large rectangular display window with a wood frame, set on a Roman brick bulkhead. Aluminum-framed glazed entrance doors for each unit are placed near the center of the façade, with a glazed transom above. The doors appear to be modern replacements for what were likely original aluminum doors. At the time of survey, both commercial units appeared to be addressed as 873 Castro Street and occupied by a single use. The remainder of the façade is clad with Roman brick. The building is capped by a flat roof with a parapet and a short, flat canopy that overhangs the entrance area. The rear façade is finished with stucco and contains a rear entrance with a flush door set behind a wood screen door with painted over glazing. To the right of the door are two one-over-one wood windows, set behind metal security grilles, and a third window is located further to the right, with a replacement vinyl sash set behind a security grille. The building appears to be in good condition.

Site History

The building at 871 Castro Street was built ca. 1950-1956, based on review of historical aerial photography (Mountain View Public Library 1950-1955, UCSB 1956). This date range falls shortly after Santa Clara County Assessor data listing 1949 as the year built (ParcelQuest 2024). 871 Castro Street was developed during the period identified as "Postwar Suburbanization, City Building & Silicon Valley Innovation (1945-1979)" in the draft *HCS* (Page & Turnbull 2024). Research of City of Mountain View building records and online repositories failed to identify design professionals associated with the building's original design (City of Mountain View 2024b, Avery Index 2024, Mountain View Public Library 2024, Newspapers.com 2024; US Modernist 2024). The building was first occupied by AAA California State Association and Parker's Flowers, but by 1962, was solely occupied by Parker's. Founded by owner Orville W. Parker (1923-1985), the business continued at this location into the early 1990s, based on available occupancy data (PSI 2024b; R.L. Polk & Co. 1962, 1964, 1966, 1968; Ancestry 2024). Since its original construction the building's exterior has been minimally altered, with replacement entrance doors in its primary façade and vinyl sash windows at the rear façade.

Historical Resources Evaluation

871 Castro Street does not appear to be significant to the pattern of post-World War II development in Mountain View and has not been identified as the location of any historically significant events. Although Orville Parker of Parker's Flowers was a relatively long-term owner-proprietor who worked in the building for over two decades, Mr. Parker's contributions to history were not found to be demonstrably significant. Research did not identify any other individuals associated with the building who appear to have made significant contributions to history. Investigation of the property's developmental history failed to identify construction or design professionals associated with the building's original design. An original permit or plans for the building were not found through review of available City building records and archival research. Research of the property's developmental history failed to identify construction or design professionals associated with the building's original design. Overall, the building does not appear to be a significant example of a type, period, method of construction, architectural style, or to possess high artistic value.

Therefore, the property at 871 Castro Street is recommended ineligible for listing in the NRHP, CRHR, and the local register due to a lack of historical and architectural significance.

881 Castro Street

Physical Description

The property at 881 Castro Street is a 0.13-acre parcel located at the northeast corner of Castro Street and Fairmont Avenue in downtown Mountain View. The property is bounded by Castro Street to the west, a commercial property at 871 Castro Street to the north, Fairmont Avenue to the south, and residences on Hope Street to the east. The property contains a one-story commercial building constructed in 1955. The rear of the parcel is paved ground, with surface parking located along the rear (east) property line. The building and parking area are separate by a driveway that parallels Castro Street between Yosemite and Fairmont avenues. The building is nearly rectangular in plan, with its façade set at an angle such that it parallels Castro Street. The foundation appears to be concrete, and the building features a rear side-gabled section and a front section capped with a flat parapeted roof. The primary (west) façade features two storefronts, one for the unit addressed 881 Castro Street at the north and one for 889 Castro Street at the south. The north storefront is recessed and angled into the building footprint, with an aluminum-frame window set above a Roman brick-clad bulkhead. The entrance contains a modern aluminum glazed door set beneath a glazed transom. To the south a wall

panel clad with Roman brick separates the two storefronts. The south storefront features an angled bulkhead to the left of the entrance, which contains a similar aluminum glazed door and transom. To the right, the storefront is recessed but is not concave. It features a low bulkhead with Roman brick, aluminum storefront windows and wraps around the southwest corner of the building, terminating just beyond the corner. A flat canopy with horizontal ribbed fascia spans across the entire primary façade, beneath a parapet that is finished with stucco and coping trim. The south exterior is primarily finished with stucco and features two windows, both single-lite and wood-frame in a horizontal configuration, located in the rear half of the building. Two louvered gable vents are visible above the windows. The rear exterior is also finished with stucco and features two similar single-lite horizontal windows, as well as a smaller vinyl-sash window at center, and another single-lite horizontal window near the north end. A rear entrance with a flush door set behind metal screen door with scrolled iron detailing is located at the north end of the façade. The north exterior is mostly obscured from view by a neighboring building; only a short section near the northwest corner is visible and it consists of painted concrete masonry units (CMU). The building appears to be in good condition.

Site Property History

Research of this property's developmental history found that the existing building was originally constructed ca. 1934-1939 and expanded during post-World War II years, ca. 1950-1956 (Mountain View Public Library 1950-1955, UCSB 1956). The property's development began in the period identified as "Early Twentieth-Century Development, Immigration & Multiculturalism (1910-1944)" in the draft *HCS*, and continued during the "Postwar Suburbanization, City Building & Silicon Valley Innovation (1945-1979)" period (Page & Turnbull 2024). Research of City of Mountain View building records and online repositories failed to identify design professionals associated with the building's original design (City of Mountain View 2024b, Avery Index 2024, Mountain View Public Library 2024, Newspapers.com 2024; US Modernist 2024). Originally, the building featured a rear, gabled section with a smaller front wing or addition, which was expanded by 1956. Occupancy data for years prior to 1950 was not found through archival research, while the years 1950 to ca. 2000 saw the building house auto supply businesses including Aatom's, Tom's, and National Auto Supply in the unit addressed 881, and Eddy's Sport Shop, in the unit addressed 889 (Mountain View Public Library 2024, Newspapers.com 2024, PSI 2024b). Eddy's was established in 1950 by Edward M. David (1913-1973), who led the sporting goods business that eventually passed to subsequent generations of family management, including his son Gerald David (1939-2012), who expanded the sporting goods business to include a gun shop (Ancestry 2024, Strebe 2002). The business relocated to another property in 2000, two years before it ceased operation. Based on available documentation of the building, Eddy's was the business most strongly associated with this property and appears to have bridged the years during which the building was modified from its pre-World War II form to its existing form. Over time, the building's storefronts have been modified with replacement windows and entry doors, while retaining an abundantly glazed appearance (Mountain View Public y 1950-1955, UCSB 1956). The south exterior has been altered with window removal, and the rear exterior has been modified with the removal of an early wing and insertion of additional windows.

Historical Resources Evaluation

881 Castro Street does not appear to be significant to the patterns of early twentieth century and post-World War II development in Mountain View and has not been identified as the location of any historically significant events. Although Orville Parker of Parker's Flowers was a relatively long-term owner-proprietor who worked in the building for over two decades, Mr. Parker's contributions to history were not found to be demonstrably significant. Research did not identify any other individuals associated with the building who appear to have made significant contributions to history.

Investigation of the property's developmental history failed to identify construction or design professionals associated with the building's original design. An original permit or plans for the building were not found through review of available City building records and archival research. Research of the property's developmental history failed to identify construction or design professionals associated with the building's original design. Overall, the building does not appear to be a significant example of a type, period, method of construction, architectural style, or to possess high artistic value.

Therefore, the property at 881 Castro Street is recommended ineligible for listing in the NRHP, CRHR, and the local register due to a lack of historical and architectural significance.

903 Castro Street

Physical Description

The property at 903 Castro Street is a 0.22-acre parcel located at the southeast corner of Castro Street and Fairmont Avenue in downtown Mountain View. The property is bounded by Castro Street to the west, Fairmont Avenue to the north, the commercial property at 700 W. El Camino Real to the east, and Gateway Park to the south. The property contains a one-story commercial building with a commercial unit accessed on Castro Street addressed 903 Castro Street, and an additional commercial unit addressed as 751 Fairmont Avenue. The building was constructed in 1955 and is designed in the Commercial Modern style. The building is roughly rectangular in plan, and is composed of a front (west) one-story mass (903 Castro Street unit) and a slightly lower rear (east) mass (751 Fairmont Avenue unit), both of which are capped by flat roofs. The building is primarily finished with stucco, excepting portions of the primary façade that feature stone veneer as described further below. The primary façade features a recessed northwest corner, which contains a corner entrance and a pilon element with two rectangular openings that rises above the roofline. Storefronts within the primary façade feature large display windows divided by narrow metal mullions, the windows are set on low bulkheads that are clad with orange-brown-beige Roman brick and framed with columns that are either clad with the same brick or finished with stucco. Projecting columns clad with brick divide the façade into two primary storefronts. The south storefront is recessed, with an angled bulkhead and contains aluminum glazed doors separated by a brick column. A set of three metal pole, rising from a small planting bed supports the overhanging canopy at this location. The canopy is flat and has metal coping. It spans across the entire façade and intersects with the pilon element. Above the canopy a short parapet is visible along the roofline. The east and south façades are not fenestrated; they feature painted concrete masonry units (CMU) and stucco finishes, respectively. The north façade is oriented to Fairmont Avenue and features a modern aluminum-frame storefront with a glazed aluminum door within its east end. The storefront is flanked to the east by a garage bay with a roll-up door and to the west by a narrow garage bay with roll-up door. A secondary entrance with a flush door is located near the center of the façade, as well as a loading bay with roll-up door. Two horizontal windows with aluminum frames are located in the west end of the building. The building appears to be in good condition.

Site History

The property at 903 Castro Street was developed in 1955-1956 with a one-story commercial building that housed Goddard & Brown Furniture by 1956 (Mountain View Public Library 1955, Parcel Quest 2024, UCSB 1956). Research of City of Mountain View building records and online repositories failed to identify design professionals associated with the building's original design (City of Mountain View 2024b, Avery Index 2024, Mountain View Public Library 2024, Newspapers.com 2024; US Modernist 2024). 903 Castro Street was developed during the period identified as "Postwar Suburbanization, City Building & Silicon Valley Innovation (1945-1979)" in the draft *HCS* (Page & Turnbull 2024). After

Goddard & Brown left the building in 1964, it became the location of a mattress retailer and in the mid-1970s, carpet retailer Carpeteria (R.L. Polk & Co. 1964, 1968; PSI 2024b). Carpeteria appears to have occupied the building through the early 1990s. Field observation and available historical photography indicates the building's primary façade has been modified with newer entrance doors, while the pilon element location near the building's northwest corner has been shortened over time, due to changes in occupant signage; originally this element was slightly taller, with three rectangular openings, versus the existing two openings (Mountain View Public Library 1993b). Additional windows and entrances have been inserted on the less prominent north façade, oriented to Fairmont Avenue. The building's immediate setting has changed, with Gateway Park constructed on a former gas station site to the south of 903 Castro Street, and development of the bank building on the former site of a gas station and office building at present-day 700 W. El Camino Real to the east.

Historical Resources Evaluation

903 Castro Street does not appear to be significant to the patterns of early twentieth century and post-World War II development in Mountain View and has not been identified as the location of any historically significant events. Research did not identify any other individuals associated with the building who appear to have made significant contributions to history. Investigation of the property's developmental history failed to identify construction or design professionals associated with the building's original design. An original permit or plans for the building were not found through review of available City building records and archival research. Overall, the building does not appear to be a significant example of a type, period, method of construction, architectural style, or to possess high artistic value.

The property at 903 Castro Street is recommended ineligible for listing in the NRHP, CRHR, and the local register due to a lack of historical and architectural significance.

Historic District Considerations

The six properties comprising the project site are each recommended ineligible for individual listing in the NRHP, CRHR, and local register. None the buildings subject to this study appear to be potential contributors to previously identified, previously designated, or potential historic districts. Although five out of the six properties within the study area contain commercial buildings originally constructed or modified (modernized) during the mid-twentieth century, they do not appear to form an assemblage of properties that lacks individual distinction but is significant as a whole. The four commercial properties along the 800 and 900 blocks of Castro Street within the project site do not form as a grouping that represents the period of post-World War II when commercial development occurred along Castro Street. That historical pattern occurred along the length of Castro Street, including several blocks further northward where the town's commercial core had historically been focused (Page & Turnbull 2024). Since the mid-twentieth century, subsequent development along Castro Street, including along the opposite side of the 800 and 900 blocks of the street, as well as in the blocks between Church Street (south) and California Street (north), has led to the detachment of Castro Street's southernmost blocks from its northernmost commercial core, in terms of architectural cohesion and overall character. Beyond the four subject buildings on Castro Street, 700 W. El Camino Real represents a later iteration of commercial development that does not relate strongly to Castro Street's mid-twentieth century development, or that along El Camino Real in the immediate vicinity, which had consisted of several gas stations and auto-related businesses between the 1930s and 1960s (Page & Turnbull 2024). Further the building's appearance has been modified such that it is no longer strongly representative of architecture from the period 1945-1979, as identified in the draft *HCS*.

The property at 750 Fairmont Avenue does not appear to be a part of a potential historical district that would be composed of residential resources. Observation during fieldwork in the project site indicates that this property is disconnected from concentrations of multi-family apartment buildings by recent residential construction to its immediate north and east. Review of the draft *HCS* found that this property's immediate vicinity was not identified among the City's primary, post-war multi-family housing development areas.

Conclusions

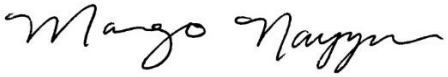
Based on the results of the CHRIS records search, archival and background research, pedestrian survey, and NRHP, CRHR, and local register evaluations there are no historical or archaeological resources within or adjacent to the project site. As detailed above, the buildings at 700 W. El Camino Real, 750 Fairmont Avenue, 843 Castro Street, 871 Castro Street, 881 Castro Street, and 903 Castro Street are not currently listed in the NRHP, CRHR, or local register either individually or as a historic district. As analyzed above, each building is recommended ineligible for listing in the NRHP, CRHR, and local register based on applicable eligibility criteria. As such, the properties do not qualify as historical resources as defined by CEQA Section 15064.5(a) and the project would not result in a potentially significant adverse impact or change in the significance of a historic resource as defined by CEQA. Additionally, the demolition of the subject buildings would not result in a cumulative impact to historical resources.

Based on the findings of this investigation, Rincon recommends a finding of ***no impact to historical resources*** under CEQA.

Should you have any questions concerning this study, please do not hesitate to contact the undersigned at jbevan@rinconconsultants.com.

Sincerely,
Rincon Consultants, Inc.

Josh Bevan, AICP, MSHP
Architectural Historian



Margo Nayyar
Cultural Resources Principal

Attachments

Attachment A Figures and Photographs

Attachment B CHRIS Records Search Summary

Attachment C California DPR 523 Series Forms

References

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1950 Nelson's Radio & TV listing at 845 Castro Street. January 24. On file at Mountain View Public Library History Center.

Mountain View Register Leader

1947 Ballentine Realty listed at 853 Castro Street. September 5. On file at Mountain View Public Library History Center.

Mountain View Public Library

1950-55 Bird's-eye View of Castro Street, 1950-1955. Photograph. California Revealed. https://californiarevealed.org/do/34e911ec-f0b9-40a2-b17f-2d3bbc95e01c#page/1 (accessed September 2024).

1970 Aerial photography of Mountain View, California, 1970. Contributed by Mountain View Public Library. https://californiarevealed.org/do/6865ddcf-02e8-413d-a6ea-2de30c55a538#page/1 (accessed September 2024).

1993 Photography of 903 Castro Street, 1993. Contributed by Mountain View Public Library. https://californiarevealed.org/do/6865ddcf-02e8-413d-a6ea-2de30c55a538#page/1 (accessed October 2024).

2024 Mountain View Historical Newspapers. Database searched in-person at Mountain View Public Library History Center.

National Archives and Records Administration

1934 California – Mountain View Through Nacimiento Road – NARA – 23934687.jpg. 1934. National Archives and Records Administration, Public domain, via Wikimedia Commons. https://commons.wikimedia.org/wiki/File:California_-_Mountain_View_through_Nacimiento_Road_-_NARA_-_23934687.jpg (accessed October 2024).

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Peninsula Times Tribune

1972 "New Barclays Bank, Where You Get 'More For Your Money,' Has a New Branch in Mountain View." September 28. https://www.newspapers.com/image/840546183/?match=1&clipping_id=155687456 (accessed September 2024).

PSI

2024a *Phase I Environmental Site Assessment Gingko Furniture 903 Castro Street and 751 Fairmont Avenue, Mountain View, California 94041*. Including aerial photograph, topographic map, Sanborn map, and city directory data.

2024b *Phase I Environmental Site Assessment Multi-Tenant Commercial & Multi-Family Residential Buildings 750 Fairmont Avenue and 843, 845, 871, 873, 881, & 889 Castro Street, Mountain View, California 94041*. Including aerial photograph, topographic map, Sanborn map, and city directory data.

R.L. Polk & Co.

1962 Mountain View (Santa Clara County, Calif.) City Directory. 1962. Via Ancestry.com. https://www.ancestry.com/imageviewer/collections/2469/images/32701_1020601537_0821-00006?ssrc=&backlabel=Return (accessed September 2024).

1964 Mountain View (Santa Clara County, Calif.) City Directory. 1964. Via Ancestry.com. https://www.ancestry.com/imageviewer/collections/2469/images/32701_1020601537_0821-00006?ssrc=&backlabel=Return (accessed September 2024).

1966 Mountain View (Santa Clara County, Calif.) City Directory. 1966. Via Ancestry.com. https://www.ancestry.com/imageviewer/collections/2469/images/32701_1020601537_0821-00006?ssrc=&backlabel=Return (accessed September 2024).

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1956 Aero Services Corporation. Flight CIV-1956, Frame 2r-36. https://mil.library.ucsb.edu/ap_indexes/FrameFinder/ (accessed September 2024).

U.S. Modernist

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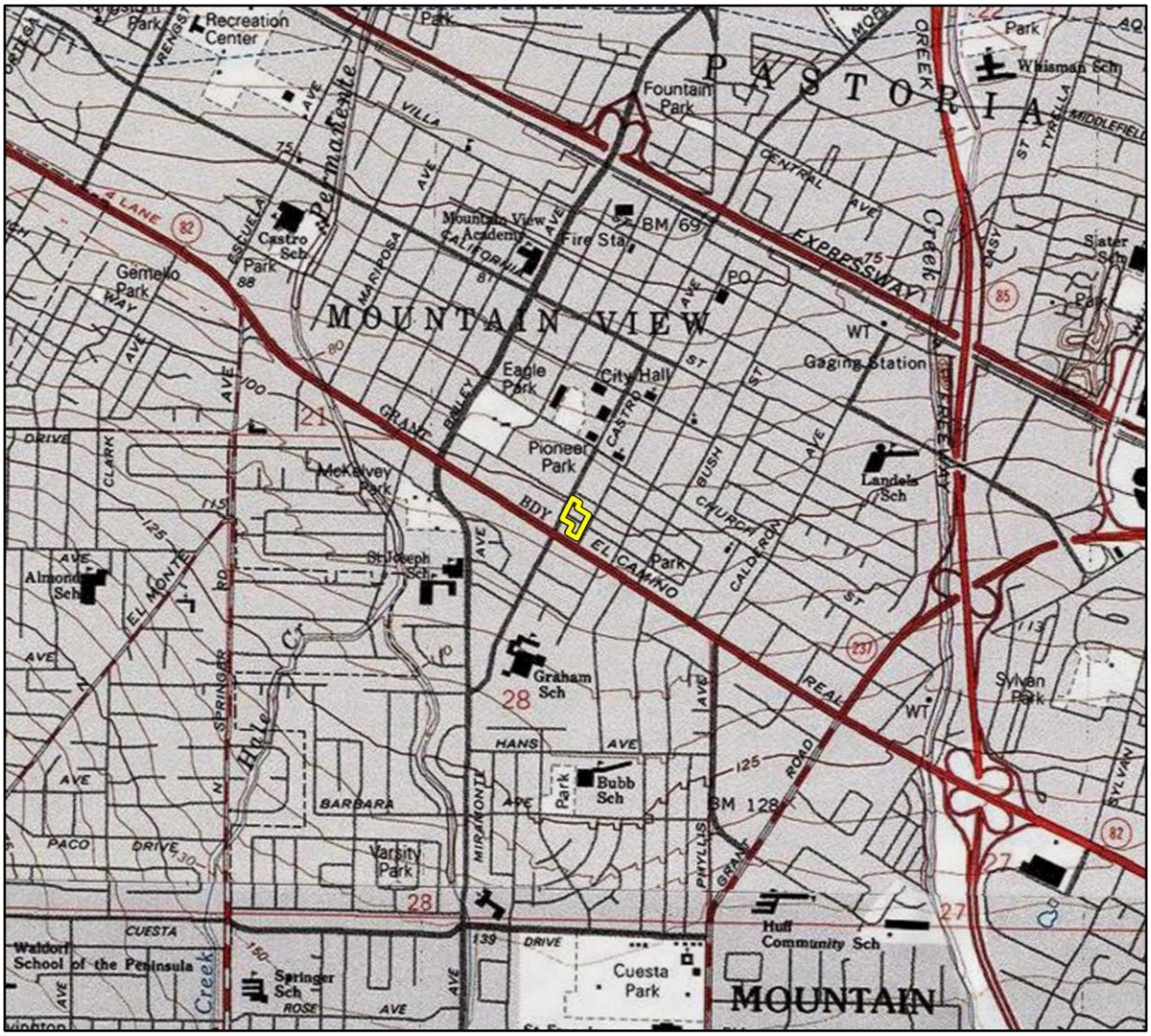
Attachment A

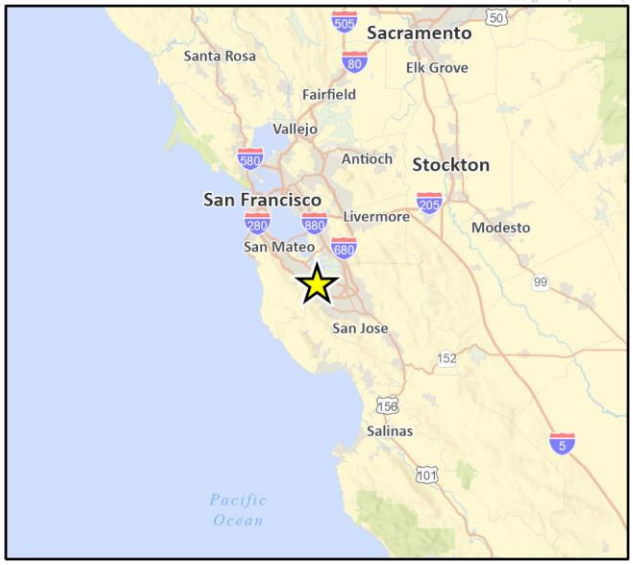
Figures and Photographs

Figure 1 Project Location



Basemap provided by National Geographic Society, Esri and their licensors © 2024. Mountain View Quadrangle. T06S R02W S28. The topographic representation depicted in this map may not portray all of the features currently found in the vicinity today and/or features depicted in this map may have changed since the original topographic map was assembled.

24-16059 CR
CRFig 1 Proj Locn Map



Project Location

0 1,000 2,000 Feet

N

Photograph 1. Project Site Along East Side of Castro Street, Viewed from Castro Street, Camera Facing Southeast Toward Fairmont Avenue

Photograph 2. 700 W. El Camino Real, Camera Facing South

Photograph 3. 750 Fairmont Avenue, Camera Facing Northwest

Photograph 4. 843 Castro Street, Camera Facing Southeast

Photograph 5. 871 Castro Street, Camera Facing Northeast

Photograph 6. 881 Castro Street, Camera Facing Northeast

Photograph 7. 903 Castro Street, Camera Facing Northeast

Attachment B

CHRIS Records Search Summary

CALIFORNIA HISTORICAL RESOURCES INFORMATION SYSTEM

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

Northwest Information Center
Sonoma State University
1400 Valley House Drive, Suite 210
Rohnert Park, California 94928-3609
Tel: 707.588.8455
nwic@sonoma.edu
https://nwic.sonoma.edu

9/25/2024 NWIC File No.: 24-0351

Josh Bevan
Rincon Consultants
66 Franklin Street, Suite 300
Oakland, CA 94607

Re: 881 Castro Street (project number 24-16059)

The Northwest Information Center received your record search request for the project area referenced above, located on the Mountain View USGS 7.5' quad(s). The following reflects the results of the records search for the project area and a ¼ mile radius:

Resources within project area:	0
Resources within ¼ mi. radius:	2: See the resource database printout list
Reports within project area:	0
Reports within ¼ mi. radius:	11: See the report database printout list

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 Built Environment Resources 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,

Lindsey Willoughby

Lindsey Willoughby
Researcher

Report List

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
S-004893	Caltrans - 04220-151121; Voided - E-390 SCL; Voided - E-78 SCL; Voided - S-4512	1978		Cultural Resources Survey, 04-SCl-82, PM 18.8/21.6, 04220-151121, Widening from Route 85 to Showers Drive in the Cities of Los Altos and Mountain View, Santa Clara County	Caltrans District 04	
S-004893a		1978	Cindy Desgrandchamp	Archaeological Survey 04-SCl-82, Proposed Widening of El Camino Real, Route 82, P.M. 18.8/21.6, 04220-151121	Caltrans District 04	
S-008502	Submitter - ARS 79-116; Submitter - WO #997T173; Voided - E-1009 SCL	1980	Katherine Flynn	Archaeological Reconnaissance of Areas of Proposed Bus Stops, El Monte Avenue and Bailey Avenue at El Camino Real, Mt. View Area (WO #997T173) (letter report)	Archaeological Resource Service	
S-023631	Submitter - Job #00-054	2000	Melinda Peak and Ann Peak	Cultural Resource Overview for the AT&T San Jose Build, Cities of Redwood City and San Jose, San Mateo and Santa Clara Counties	Peak & Associates, Inc.	43-000050, 43-000369, 43-000468
S-025174		2002	John Holson, Cordelia Sutch, and Stephanie Pau	Cultural Resources Report for San Bruno to Mountain View Internodal Level 3 Fiber Optics Project in San Mateo and Santa Clara Counties, California	Pacific Legacy, Inc.	41-000302
S-033061	Submitter - SWCA Cultural Resources Report Database No. 06-507; Submitter - SWCA Report No. 10715-	2006	Nancy Sikes, Cindy Arrington, Bryon Bass, Chris Corey, Kevin Hunt, Steve O'Neil, Catherine Pruett, Tony Sawyer, Michael Tuma, Leslie Wagner, and Alex Wesson	Cultural Resources Final Report of Monitoring and Findings for the Qwest Network Construction Project, State of California	SWCA Environmental Consultants	01-000027, 01-000040, 01-000087, 01-000088, 01-000089, 01-000090, 07-000138, 27-000802, 27-001191, 27-001207, 28-000467, 43-000106, 43-000141, 43-000449, 43-000573, 43-000575, 43-000754, 43-000928, 43-001071, 48-000208, 48-000211, 48-000214, 48-000441, 48-000549, 49-001583, 57-000194, 57-000198, 57-000297, 57-000301, 57-000307
S-033061a		2006		Cultural Resources Final Report of Monitoring and Findings for the Qwest Network Construction Project, State of California	SWCA Environmental Consultants	
S-033061b		2007	Nancy E. Sikes	Final Report of Monitoring and Findings for the Qwest Network Construction Project (letter report)	SWCA Environmental Consultants	

Report List

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
S-036323		2009	Carolyn Losee	Cultural Resources Investigation for Clearwire Project CA-SJC0059A "GHO Executive Suites", 800 West El Camino Real, Mountain View, Santa Clara County, California, 94040 (letter report)	Archaeological Resources Technology	
S-039154		2011	Michelle Touton	Archaeological Survey Report for the Church Street Improvements Project, Mountain View, Santa Clara County, California, 04-SCL, CML-5124 (025)	Bayshore Archaeology	
S-039616		2011	Michelle Touton	Historic Property Survey Report, Church Street from Castro Street to Calderon Avenue in Mountain View, California	Bayshore Archaeology	
S-047006	Caltrans - CML-5124 (032)	2015	Michelle Touton Staley	Historic Property Survey Report, 04-SCL, CML-5124 (032), Castro Street from El Camino Real to Miramonte Avenue, Mountain View, Santa Clara County, California	Bayshore Archaeology	43-003180
S-047006a		2015	Michelle Touton Staley	Archaeological Survey Report for the Castro Street Complete Street Project 14-36 Mountain View, Santa Clara County, California, 04-SCL, CML-5124 (032)	Bayshore Archaeology	
S-048393	OHP PRN - COE_2016_0401_002	2012		Historical Resources Evaluation for the Permanente Creek Flood Protection Project, Santa Clara County, California	ICF International	43-001633, 43-001833, 43-001867, 43-002060, 43-003735, 43-003736, 43-003737, 43-003738, 43-003739, 43-003740, 43-003741, 43-003742, 43-003743, 43-003744, 43-003745, 43-003746, 43-003747, 43-003748, 43-003749, 43-003750, 43-003751, 43-003752, 43-003753, 43-003754, 43-003755, 43-003756, 43-003757, 43-003758, 43-003759, 43-003760, 43-003761, 43-003762, 43-003763, 43-003764, 43-003765, 43-003766, 43-003767, 43-003768, 43-003769, 43-003770, 43-003771, 43-003772, 43-003773, 43-003774, 43-003775, 43-003776, 43-003777, 43-003778, 43-003779, 43-003780
S-048393a		2012		Archaological Survey Report, Permanente Creek Flood Control Project	ICF International	

Report List

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
S-048393b		2016	Julianne Polanco, Aaron O. Allen, and Kurt Lueneburger	COE_2016_0401_002 Section 106 Consultation for the Permanente Creek Flood Protection Project, Santa Clara County (COE File Number 2013-00362S) (letter report); Permanente Creek Flood Protection Project SHPO Consultation (letter report);	Office of Historic Preservation; U.S. Army Corps of Engineers; Santa Clara Valley Water District	
S-057516		2020	Allen G. Pastron	Archaeological Testing Report for the Mountain View Center for the Performing Arts Second Stage Addition Project, located in the City of Mountain View, Santa Clara County, California	Archeo-Tec	

Resource List

Primary No.	Trinomial	Other IDs	Type	Age	Attribute codes	Recorded by	Reports
P-43-003180		Resource Name - [redacted] Street	Site	Prehistoric	AP01	2015 (Michelle Touton Staley, Bayshore Archaeology)	S-047006
P-43-003736		Resource Name - 1120 Miramonte Avenue	Building	Historic	HP15	2012 (Aisha Fike, ICF International)	S-048393

Attachment C

California DPR 523 Series Forms

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

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code

Other Listings
Review Code | Reviewer | Date

 ***Resource Name or #:** 700 W. El Camino Real

P1. Other Identifier: None

***P2. Location:** ■ **Unrestricted** ***a. County:** Santa Clara

***b. USGS 7.5' Quad:** *Mountain View, California* **Date:** 2024 **T** 6S; **R** 1W **of Sec** 32; M.D. **B.M.**

c. Address: 700 W. El Camino Real City: Mountain View Zip: 94041

d. UTM: Zone 10S: 581172.03 mE/ 4138067.88 mN e. Other Locational Data: APN 156-06-008

***P3a. Description:**

The property at 700 W. El Camino Real is a 0.42-acre parcel located at the northwest corner of El Camino Real and Hope Street in downtown Mountain View (P5a. Photograph 1). The property is bounded by El Camino Real to the south, Hope Street to the east, Fairmont Avenue to the north, a commercial property at 881 Castro Street to the northwest, and Gateway Park to the west. This property contains a one-story, branch bank building, situated along the center of the east property line, with the remainder of the site containing paved surface parking areas, concrete parking lot islands, and perimeter landscaping. The property was vacant during the survey. Entrance driveways to the property are located at the northeast and southeast corners on Hope Street, and an exit driveway is located at the southwest corner on El Camino Real. The bank building was constructed in 1972 and has been altered to a contemporary appearance while retaining its original footprint and roof shape. It has a concrete foundation and appears to have a steel frame. Its exterior is clad with metal panels with vertical ridges. Fenestration includes floor-to-ceiling tinted storefront windows and glazed metal doors set in dark anodized metal frames around the first story. A clerestory ribbon window that wraps around the entire building is set above the first story ceiling line and has a lighter, bronze anodized finish and narrow mullion profile (Photograph 2). This variation in mullion profile and metal finish indicates the storefront windows are likely replacements to original windows. The metal doors also have high kickplates that indicate they were likely installed ca. 1990s to comply with accessibility code. The roof is set above the clerestory windows and reads as a flat slab floating above the storefronts and has a flat fascia, clad with sheet metal with a similar detail to the cladding along the exterior walls and columns. The soffit beneath the overhanging roof is enclosed with non-original wood panels. Square soffit-mounted lights are placed around the building. (Continued on Page 4).

***P3b. Resource Attributes:** HP6. Commercial Property 1-3 stories ***P4. Resources Present:** ■Building

P5a. Photograph 1.

P5b. Description of Photograph 1: Bank building view from Hope Street and W. El Camino Real, facing north. October 15, 2024

***P6. Date Constructed/Age and Sources:** ■Historic
1972 (ParcelQuest 2024; *Peninsula Times Tribune* 1972)

***P7. Owner and Address:** Castro GPRV 10 LLC et al Caputo Orange LLC
843 Castro Street, Mountain View, CA 94041

***P8. Recorded by:**
Josh Bevan, AICP, MSHP
Rincon Consultants, Inc.
449 15th Street #303
Oakland, CA 94612

***P9. Date Recorded:** October 15, 2024

***P10. Survey Type:** Intensive

***P11. Report Citation:** Rincon Consultants, Inc. 2024. Historical Resources Evaluation in Support of CEQA Documentation for the Proposed 881 Castro Street Project. Rincon Consultants Project No. 24-16059.

***Attachments:** ■Location Map ■Continuation Sheet ■Building, Structure, and Object Record

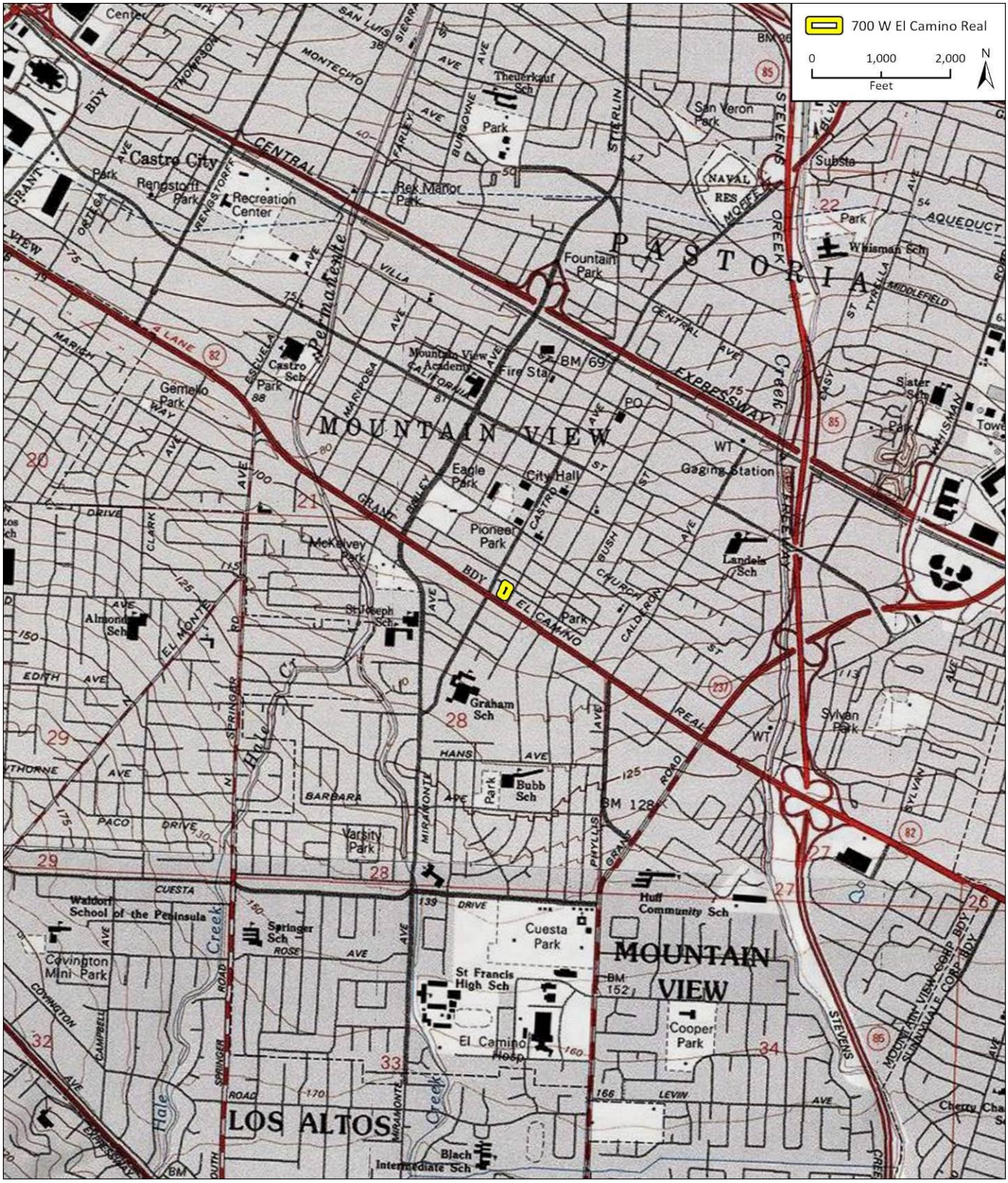
State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary #
HRI#
Trinomial

***Resource Name or #:** 700 W. El Camino Real

***Map Name:** *Mountain View, Calif.* ***Scale:** 1:24,000 ***Date of Map:** 2024



*Required information

B1. Historic Name: Barclay's Bank of California
B2. Common Name: None
B3. Original Use: Commercial – branch bank
B4. Present Use: Commercial – vacant
***B5. Architectural Style:** Commercial Modern (altered)
***B6. Construction History:**
Refer to Property History section on continuation sheets for additional information.
Built in 1972 for Barclay's Bank (*Peninsula Times Tribune* 1972).
Alterations based on building records on file at the City of Mountain View Building Division (Mountain View, City of 2024b):
1994: Signage for Sumimoto Bank and replacement of stairs at both entrances, replacement of ATM concrete pads at south entrance, alteration of perimeter landscaping and concrete ramps (Plan# 94-1341 and Project #94001143)
2000: Commercial tenant improvements for California Bank (Project #2000-1944)
2008: Tenant improvement for a medical office (Project #2008-0166)
2016: Re-roofing permit (Project #2016-0172)
Alterations observed during survey: Storefront windows and doors appear to be non-original replacements, as they are a much darker finish than remaining visible portions of the apparently original bronze-anodized ribbon window framing visible at the soffit. The original open soffit has been enclosed with wood paneling and sheet metal trim at an unknown date.

***B7. Moved?** ■**No**
***B8. Related Features:** None
B9a. Architect: Unknown
b. Builder: Unknown
***B10. Significance: Theme:** Postwar Suburbanization, City Building & Silicon Valley Innovation (1945-1979); Commercial Architecture **Area:** Mountain View **Period of Significance:** 1972 **Property Type:** Commercial **Applicable Criteria:** None

The former bank branch building at 700 W. El Camino Real, which was originally constructed in 1972 for Barclay's Bank of California, is recommended ineligible for federal, state, and local designation; it therefore is not considered a historical resource as defined by CEQA Section 15064.5(a).

(Refer to Continuation Sheet)

B11. Additional Resource Attributes: None

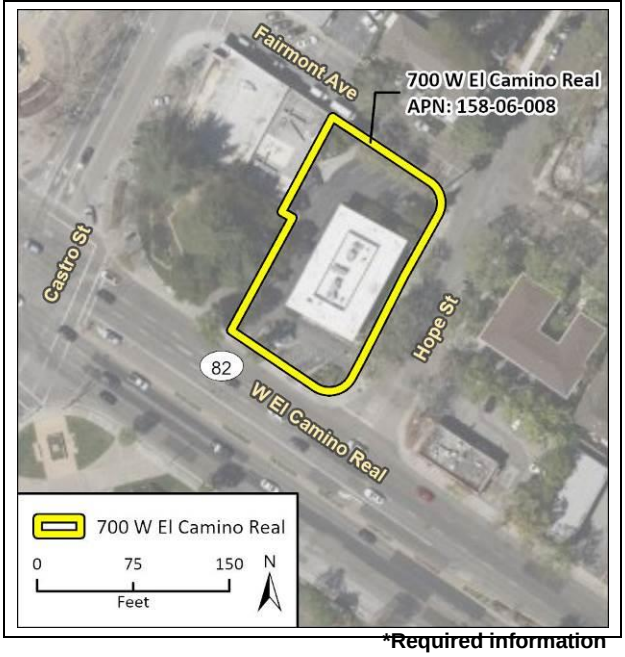
***B12. References:** See Continuation Sheet

B13. Remarks: None

***B14. Evaluator:** Josh Bevan, MSHP, AICP – Rincon Consultants

***Date of Evaluation:** November 20, 2024

(This space reserved for official comments.)



P3a. Description (Continued from Page 1):

The main entrance to the building is located on the south façade, with an automatic teller machine (ATM) terminal set into the façade to the immediate west (Photograph 3). The east exterior features two banks of windows, with a windowless wall section at center (Photograph 4). The rear (north) façade contains an additional entrance, access via concrete ramp and stairs (Photograph 4). The west exterior is set alongside a drive-through lane and contains a two-lite teller's window (Photograph 6). The building appears to be in good condition.

Photograph 2. Detail view of altered (enclosed) soffit and original bronze-anodized window framing that varies from the finish of the storefront windows and doors.

Photograph 3. Storefront and concrete ramp at main entrance, facing north

Photograph 4. East exterior viewed from Hope Street, facing southwest

Photograph 5. Rear (north) exterior, facing south

Photograph 6. West exterior with drive-thru window, facing northeast from neighboring Gateway Park

B10. Significance (Continued from Page 3):

The following discussion focuses on the immediate years leading up to and during the period when the existing building on the property was built, 1972. The City of Mountain View's draft *Historic Context Statement* (*HCS*) (Page & Turnbull 2024) identifies the period the subject building was constructed in as Postwar Suburbanization, City Building & Silicon Valley Innovation (1945-1979). Unless otherwise notes the following is excerpted from the *HCS*:

> While prior to World War II, commercial activities in Mountain View were primarily concentrated in Old Mountain View and along Castro Street, during the post-World War II period, retail and commercial development expanded beyond the downtown core. During this period, the last remaining commercial buildings in Old Mountain View were demolished, including the Beverly Home and Enterprise Hall. Castro Street remained an active commercial shopping destination in the 1950s and early 1960s, and many of the older commercial buildings were modernized with new storefront facades. However, new suburban shopping malls and shopping centers were built throughout the city, and automobile-oriented businesses sprouted up along El Camino Real. In addition to the shopping mall, many new postwar commercial typologies emerged, including drive-in movie theaters and restaurants, and others evolved to better cater to an increasingly automobile centric populous.
>
> During the postwar period, many of the existing businesses along Castro Street modernized their storefronts with new cladding and large blade signs to attract the attention of drivers-by. These renovations were inspired both by a desire to stay relevant in the changing retail environment, and by a City-initiated "rehabilitation program" and safety inspections in the 1960s that could result in the condemnation of a building if it was found to be beyond repair. The train depot at the north end of Castro Street was demolished in 1959, and the Chamber of Commerce advocated for demolition of buildings for more parking downtown. Buildings along Hope and Bryant streets in particular were demolished for surface parking behind the main blocks of Castro Street.
>
> New commercial buildings just of off Castro Street, on intersecting streets, were also constructed in the 1950s and early 1960s, generally exhibiting the Midcentury Modern style with flat canopies, Roman brick bulkheads, and angled storefront entrances. Other businesses opening along Castro Street included drug stores, a Greyhound bus ticket office, new restaurants, and clothing stores. The Mountain View Theater (originally opened in 1926), underwent an extensive interior and exterior remodeling in 1962 and eventually closed in 1986, and has subsequently been used by various nightclubs and restaurants.
>
> To serve the rapidly growing community, many of whom also needed loans to start new businesses or buy a house, a number of new banking institutions opened along or near Castro Street. Among these were the Mountain View Home Savings & Loan Association, in a Midcentury Modern building at 501 Castro Street (now Bank of the West) built in 1959 by notable local architect Hollis Logue, Jr. Later, the Home Savings & Loan Association, in a New Formalist building at 749 West El Camino Real (now Chase Bank) built in 1977 by renowned designer Millard Sheets and his collaborative design studio, featured integrated artwork including [a] mosaic with motifs related to local history.
>
> In 1962, the City spent some $850,000 on improvements to Castro Street, including widening the street and installing new streetlights and traffic signals. By the late 1960s, however, the shopping malls, with their concentration of department stores and other amenities like climate-controlled interiors and convenient parking, drew many shoppers away from downtown and Castro Street. Although what remained of the historic Chinatown in Mountain View was effectively demolished in a fire in 1946, the 1960s and 1970s comprised a new era for Asian businesses downtown, especially Chinese and Vietnamese businesses. While referred to as "Chinatown," the microneighborhood around Villa and View streets was also home to a number of Japanese businesses. In the 1970s, many Asian business owners, particularly of Chinese and Vietnamese descent, took advantage of the lower rents along Castro Street, opening new retail stores and restaurants, keeping some life along Castro Street, while many businesses were moving out to suburban shopping centers. An early example of this trend was Andy's Chinese Restaurant (374 Castro Street), opened in 1962. In contrast to the very long-standing Chinese community, the Vietnamese community grew quickly

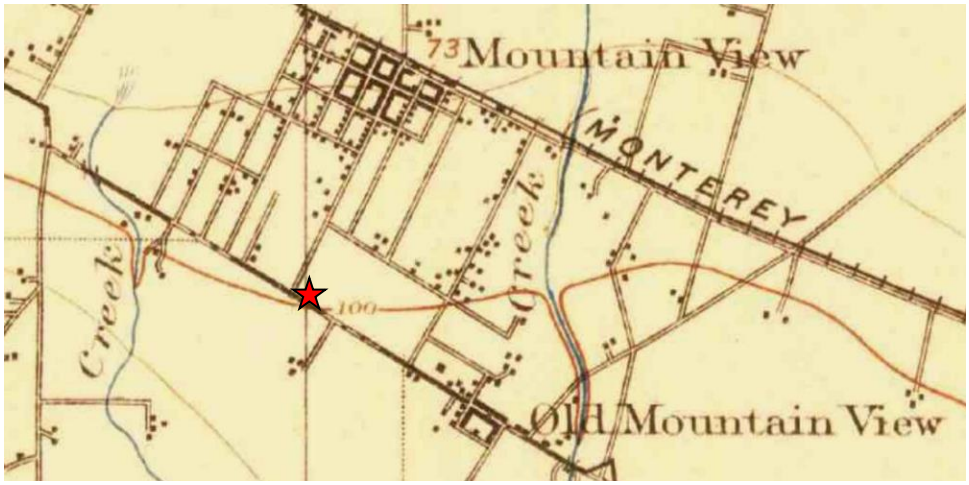
starting only in the mid-1970s, following the fall of Saigon and American evacuation of Vietnamese refugees; Santa Clara County now has the second largest Vietnamese population outside of Vietnam.

El Camino Real became a new kind of main street for Mountain View in the postwar period as it catered to new automobile-oriented businesses. By 1940, Ugo Mancini, whose family had opened an auto service station in the 1920s, had expanded the business to become Mancini Motors at the intersection of El Camino Real and Castro Street [opposite El Camino Real from the existing property at 700 W. El Camino], marking the beginning of this trend […] Other gas stations and service stations soon followed nearby and began to stretch out along El Camino Real. Lozano Car Wash, one of several Googie style carwashes built in the San Francisco Bay Area, was constructed at 2690 West El Camino Real in Mountain View with a cable-suspended roof from dramatically angled metal bracing. It remains extant. New businesses included drive-in restaurants such as Spivey's, Linda's, Lane's, A&W, and Bob's Big Boy, all designed in the Midcentury Modern or Googie styles (all since demolished). In addition, Monte Vista Drive-In Theater opened 1950 at Grant Road and El Camino Real. It closed in 1950 and was subsequently redeveloped. While most properties developed along El Camino Real in the postwar period embodied some type of Modernist architectural style, a few commercial properties deviated from this norm by using neo-revival or vernacular styles. (*HCS*, 122-133)

Property History

Review of an online Sanborn map database and a previously prepared Phase I Environmental Site Assessment covering this property indicates that it was not within the area of coverage of historic Sanborn maps (PSI 2024a, 2024b). Historical topographic maps and aerial photographs were reviewed to understand the property's historical development. During the late nineteenth century, the land within present-day 700 W. El Camino Real was located to the south of the downtown core of Mountain View, which remained concentrated toward Evelyn Avenue and centered on Castro Street, closer to the alignment of the Southern Pacific Railroad's Mountain View station. Present-day El Camino Real was not identified on the map, but the San Francisco-San Jose Road ran to the south of Mountain View, passing through Old Mountain View, where the community had begun prior to the Southern Pacific's completion, to the southeast (USGS 1897, Figure 1). The subject site, located north of El Camino Real and near the southern end of Castro Street, did not appear to contain any development and was roughly equidistant from Permanente Creek to the west and Stevens Creek to the east, both of which ran roughly north-south and outside of the historic downtown area.

Figure 1. Approximate location of subject site, overlayed on the 1897 *Palo Alto Quadrangle* map (USGS 1897)

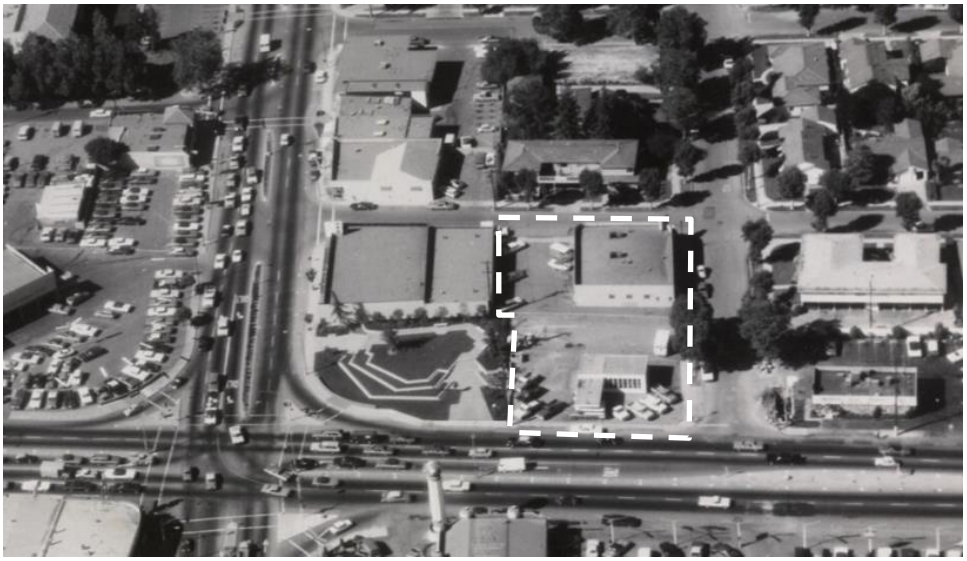


During the early 1900s, development gradually progressed southward in the blocks to the east and west of Castro Street; however, the subject site remained unmapped on Sanborn maps of Mountain View. By 1929, the subject site was located in an area labeled as Nelson Manor, a grid subdivision, according to a map of Santa Clara County (McMillan & McMillan 1929); however, the land within the subject property and its immediate neighboring parcels remained undeveloped until the late 1930s. By 1939, the southern half of the subject site was occupied by a gas or service station building (National Archives and Records Administration 1934; UCSB 1939). A birds-eye view from 1955 showed the southern third of the subject site still contained the gas station, while the remainder of the site was vacant. Neighboring properties contained similar auto-oriented uses (Mountain View Public Library

1950-1955, Figure 2). By the early 1960s, the land within present-day 700 W. El Camino Real contained two separate properties, including the gas station and a commercial use at the north. Mountain View city directories published between 1962 in 1964, indicate these properties were 729 Fairmont Avenue, (Mountain View School District Administrative offices) and 700 W. El Camino Real (Jerry's Richfield gas station) (R.L. Polk & Co. 1962, 1964). By 1968, 729 Fairmont Avenue became the location of Kirby Sanitromic Co. Vacuum Cleaners (R.L. Polk & Co. 1968). Both 729 Fairmont Avenue and 700 W. El Camino Real maintained similar conditions into the early 1970s. Gateway Park, located to the immediate west of the subject site, appeared on a 1970 aerial, while commercial uses were present along the southern end of Castro Street to the west, and El Camino Real, with a residential neighborhood to the northeast (Mountain View Public Library 1970, Figure 3).

Figure 2. Birds-eye aerial view of subject property (approximate current boundary in white) ca. 1950-1955 (Mountain View Public Library 1950-1955).

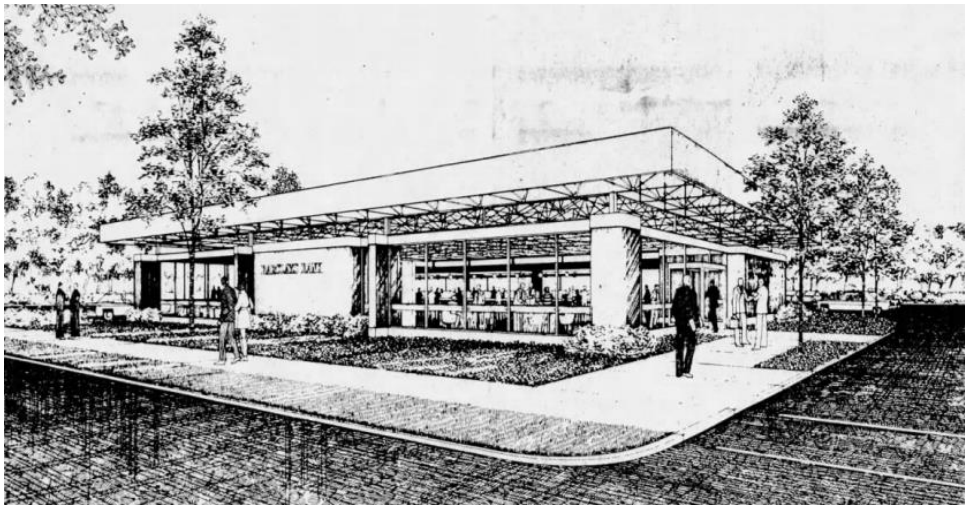
Figure 3. Aerial view of subject property and neighboring properties, 1970 (Mountain View Public Library 1970)



The subject building was constructed in 1972 as a branch bank location for Barclay's Bank. A rendering of the building, and an announcement of the branch's grand opening, were publicized in 1972 (*Peninsula Times Tribune* 1972, Figure 4). Based on available historical occupancy data, Barclay's continued to occupy the property until ca. 1987 (PSI 2024). Thereafter, the property became the location of several bank branches for companies including Sumitomo Bank (1995) and in the more recent past, California Bank & Trust (2001-2022) (PSI 2024a, 2024b). A comparison of existing conditions and the 1972 rendering indicates that the building's fenestration has been altered, as its original windows have been replaced with newer commercial windows systems. A circular entrance vestibule that appeared on the east side of the building in the rendering is not present. Additionally, the building no

longer features a structural framework or similar panel element beneath its overhanging roof, which appears to have been a continuous feature visible at the exterior and interior of the building. The building's current design, former ATM locations, and concrete pathways that abut the building appear to date to approximately 1994 and later, based upon review of available permit documentation on file with the City of Mountain View Building Division (hereafter, Building Division) (Building Division 2024). Beyond the rendering found in a historical newspaper, original building permit and plans related to the 1972 design were not found through research of the Building Division's records.

Figure 4. Rendering of subject building, 1972 (*Peninsula Times Tribune* 1972).



Barclay's Bank of California

Barclay's Bank and related entities, such as Barclay's Bank of California, trace their history to late-seventeenth century England, where bankers John Freame and Thomas Gould established a business in London in 1690. Freame's son, James, joined the firm in 1728, followed by James Barclay, who had married John Freame's daughter. As leadership in the firm transitioned, the name Barclay's remained. The bank's early leadership had strong connections to Quaker clientele (Barclays 2024 n.d.). The company expanded beyond London during the early 1800s and formed the financial enterprise now known as Barclays PLC (public limited company) in 1896, representing the formal establishment of the existing banking institution known as Barclay's (Brittanica Money n.d). Barclay's expanded further into areas of the United Kingdom by the early twentieth century and completed several mergers; by the late 1950s it was Britain's largest bank (Brittanica Money n.d.). During the next decade the institution became the first British financial company to use computers across its branches, introduced the Barclaycard credit card, and introduced the world's first automated teller machine (ATM) in 1967 (Brittanica Money n.d.). This period also saw Barclay's form Barclay's Bank of California, with its first U.S. branch opened in 1965, followed by the first branch of Barclay's Bank of New York, which opened in 1971 (Brittanica Money n.d.). In 1988, Wells Fargo acquired Barclay's Bank of California to expand its presence in Southern California; by that year Barclay's Bank of California consisted of 50 branches distributed across the state and was Californias' 17th largest bank, with over 1,100 employees (*Los Angeles Times* 1988).

Late Modern Architecture

As described in the draft *HCS*:

> Late Modernism is a broad term that encompasses the varied designs of the 1960s and 1970s within the Modern Movement when backlash against the perceived uniformity and repetitiveness of International Style architecture inspired many architects to explore other architectural forms. Some architects drew inspiration from historic architectural examples, giving way to New Formalism and eventually Postmodernism. Others pushed the modern aesthetic to new extremes through advancements in technology, engineering, and materials, leading to Brutalism, Expressionism, and High-Tech Structuralism. Still others transformed the glass-and-steel look into taut glass skin and mirror glass designs, or alternatively, incorporated organic materials and shapes for a more natural, wooded aesthetic. Late Modernism hybridized established Modern rationale and functional forms with aspects of the emerging architectural stylistic trends that would gain prominence from the 1960s through the 1980s.

Because of this interplay of varied forms within a clearly Modern vocabulary, Late Modernism is difficult to define. This is exacerbated by the number of subgenres like traditional Modernism, New Formalism, Brutalism, and Expressionism that have their own defining characteristics; some Late Modern examples feature elements of these styles in various combinations. Typically, Late Modern commercial, institutional, and government buildings were often monumental in scale, had sculptural qualities within the design, including strong linear elements, pronounced structural components, and interplay of plans or volumes, and comprehensive landscape design in plantings, paving, and features to create a cohesive setting.

In Mountain View, Late Modern architecture is common in office buildings, technology research and manufacturing facilities, institutional properties, and commercial properties. Late Modern may be used for multi-family residential complexes, but is highly unusual in single-family residences.

Period of Significance: mid-1960s-1980s

Associated property types: Commercial properties, institutional properties, offices, research/manufacturing facilities, and residences (more often multi-family than single-family).

Common Character-Defining Features of the Late Modern style:

- Strong geometric forms and monumental scale, with a variety of heights and footprints
- Strong pattern of solid and void (i.e. pattern of solid and opening/glazing)
- Modular composition, may be symmetrical (New Formalism) or asymmetrical (other Late
- Modern subtypes)
- Integrated and expressed structural elements or construction methods
- Industrial and prefabricated materials
- Floor-to-ceiling glazing systems at the ground floor
- May include high quality materials at the ground floor
- Colored or reflective glazing treatments
- May include some historicist references in form or ornamentation
- Designed plaza, art component and/or comprehensive landscape design
- Climate controlled environments (Page & Turnbull 2024, 207-209)

The building at 700 W. El Camino Real appears to have originally featured abundant glazing, likely with metal-framed windows, a rectangular footprint, and flat overhanging roof with what appears to have been exposed structural elements, or potentially angled paneling. Overall, the building was originally designed in a fairly late rendition of mid-century commercial Modernism, with a combination of elements that were common to Mid-Century and Commercial Modern architecture, but primarily representative of Late Modern architecture that became prominent between the mid-1960s and 1980s (Page & Turnbull 2024). However, the building currently expresses a contemporary aesthetic, with an enclosed soffit while retaining its original footprint and height. The building has a boxy form and flat roof common to mid-twentieth century commercial architecture and a continuous height. It does not feature a discernable fenestration pattern or rhythm, while its glazing is floor-to-ceiling. Although built during the period of late Modernism, the subject building does not capture many of the aesthetic qualities that define highly representative examples of this style. The building at 700 W. El Camino Real has also not been documented, featured, or identified as an important example of its type in existing architectural scholarship researched through online repositories (Avery Index 2024, U.S. Modernist 2024). Intensive archival research of city building records and historical newspapers did not identify an architect or design professional responsible for this building's design (Mountain View Public Library 2024, City of Mountain View 2024b, Newspapers.com 2024).

Historical Evaluation

The property at 700 W. El Camino Real is recommended ineligible for listing in the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR) and under the criteria for listing in the City of Mountain View's Register of Historic Resources, due to a lack of historical and architectural significance.

NRHP and CRHR

The property at 700 W. El Camino Real was developed with the existing branch bank building in 1972, following a prior use of the site by two separate properties that began by the late 1930s. The existing building was originally built for Barclay's Bank of California and served as a branch bank facility for several financial institutions after 1987, until the recent past. Barclay's Bank of California was established in 1965 and by that year, its parent company Barclay's Bank PLC had existed for several decades, with roots in London, England. No documentation was found indicating that the subject property was integral to any innovations associated with Barclay's, such as the introduction of ATMs, credit cards, or other events of significance to the finance industry or local commerce. The building was completed toward the end of Mountain View's post-World War II development period that extended into the late 1970s and was among many commercial buildings constructed in downtown Mountain View, particularly in the area centered on Castro Street and El Camino Real during the mid-twentieth century. El Camino Real emerged as a car-centric commercial corridor during the years immediately following World War II, as restaurants, motels, banks, and other commercial businesses established or continued in operation as the city grew rapidly. However, the subject property does not appear to have been individually significant within the pattern of post-World War II planning and development in Mountain View, as its role as a branch banking institution was not apparently unique, influential, or otherwise impactful to the city's history, or of that of California or the nation. Research found no evidence that significant events occurred in the building. Therefore, 700 W. El Camino Real is recommended ineligible for listing in the NRHP/CRHR under Criterion A/1.

Research conducted for this study did not suggest that any individual connected with the property made significant historical contributions. Research did not identify any individuals who were employed by Barclay's, or more recent occupants of the building who appear to have been important figures in the fields of commerce or finance whose productive lives were strongly associated and embodied by the existing building. Therefore, 700 W. El Camino Real is recommended ineligible for listing in the NRHP/CRHR under Criterion B/2.

700 W. El Camino Real does not appear to be individually significant as a building that embodies the distinctive characteristics of a type, period, method of construction, for possessing high art values, or for representing an important work of a master. Constructed in 1972 and designed with elements of Late Modern architecture, the subject building originally featured a very transparent first story and an overhanging, slab-like roof, with square corner columns. Another apparent original feature, based on a rendering, was an open soffit or similar paneled underside of the building's roof that had a similar appearance at the exterior and interior ceiling. Although the building appears to have been originally designed with elements of abundant glazing and low-wide rectangular massing that was common to commercial buildings of the mid-twentieth century, the building has taken on a contemporary appearance representative of alteration and updating of its exterior in the more recent past, rather than its original period of construction. The building has also not been documented, featured, or identified as an important example of its type in existing architectural scholarship, while intensive archival research did not identify an architect or design professional responsible for this building's design. Accordingly, the building is not an apparent work of design professional considered a master. Nonetheless, the degree of alteration of the building would preclude it from strongly conveying aspects of its original design should future research identify associated design professionals. Therefore, 700 W. El Camino Real is recommended ineligible for listing in the NRHP/CRHR under Criterion C/3.

Finally, the built environment of the subject property is not likely to yield valuable information which will contribute to our understanding of human history because the property is not and never was the principal source of information pertaining to significant events, people, architectural style, or commercial buildings constructed in the early 1970s. Therefore, the property is recommended ineligible for listing under NRHP/CRHR Criterion D/4.

Mountain View Register of Historic Resources

Criteria for the designation of buildings, structures, sites, or other improvements to the Mountain View Register of Historic Resources are specified in the City of Mountain View's Historic Preservation Ordinance, as follows:

> SEC. 36.54.65. - Designation criteria
> A building, structure, site or other improvement may be designated as a historic resource and placed on the Mountain View Register of Historic Resources if the city council finds that it meets one or more of the following criteria:

a. Is strongly identified with a person who, or an organization which, significantly contributed to the culture, history or development of the City of Mountain View;
b. Is the site of a significant historic event in the city's past;
c. Embodies distinctive characteristics significant to the city in terms of a type, period, region or method of construction or representative of the work of a master or possession of high artistic value; or
d. Has yielded, or may be likely to yield, information important to the city's prehistory or history.
(Ord. No. 18.13, § 1, 12/10/13.) (City of Mountain View 2022, 2024a)

Under local criterion (a), which is similar to NRHP/CRHR Criterion B/2, 700 W. El Camino Real is recommended ineligible as the property has not been identified in association with any individuals who significantly contributed to the culture, history, or development of Mountain View.

Under local criterion (b), which is similar to NRHP/CRHR Criterion B/2, 700 W. El Camino Real is recommended ineligible as the property does not appear individually significant with the pattern of post-World War II expansion and commercial development in Mountain View, nor for its as its role as branch banking institution.

Under local criterion (c), which is similar to NRHP/CRHR Criterion C/3, 700 W. El Camino Real is recommended ineligible, as the property lacks individual architectural significance and is not representative of the work of design professional considered a master; nor does the building possess high artistic values.

Under local criterion (d), which is similar to NRHP/CRHR Criterion D/4, 700 W. El Camino Real is recommended ineligible as the property is not and never was the principal source of information pertaining to significant events, people, architectural style, or commercial buildings constructed in the early 1970s.

B12. References (Continued from Page 3):

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1934 California – Mountain View Through Nacimiento Road – NARA – 23934687.jpg. National Archives and Records Administration, Public domain, via Wikimedia Commons. https://commons.wikimedia.org/wiki/File:California_-_Mountain_View_through_Nacimiento_Road_-_NARA_-_23934687.jpg (accessed October 2024).

Page & Turnbull

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PSI

2024a *Phase I Environmental Site Assessment Gingko Furniture 903 Castro Street and 751 Fairmont Avenue, Mountain View, California 94041*j. Including aerial photograph, topographic map, Sanborn map, and city directory data.

2024b *Phase I Environmental Site Assessment Multi-Tenant Commercial & Multi-Family Residential Buildings 750 Fairmont Avenue and 843, 845, 871, 873, 881, & 889 Castro Street, Mountain View, California 94041*. Including aerial photograph, topographic map, Sanborn map, and city directory data.

R.L. Polk & Co.

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

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code

Other Listings
Review Code | Reviewer | Date

***Resource Name or #:** 750 Fairmont Avenue

P1. Other Identifier: None

***P2. Location:** ■ **Unrestricted** ***a. County:** Santa Clara

***b. USGS 7.5' Quad:** *Mountain View, California* **Date:** 2024 **T** 6S; **R** 1W **of Sec** 32; M.D.**B.M.**

c. Address: 750 Fairmont Avenue City: Mountain View Zip: 94041

d. UTM: Zone 10S: 581190.29 mE/ 4138117.26 mN e. Other Locational Data: APN 158-06-036

***P3a. Description:**

The property at 750 Fairmont Avenue is a 0.13-acre parcel located at the northwest corner of Fairmont Avenue and Hope Street in downtown Mountain View (P5a. Photograph 1). The property is bound by Fairmont Avenue to the southwest, Hope Street to the southeast, the commercial property at 881 Castro Street to the northwest, and a residential property at 864 Hope Street to the northeast. This property contains a two-story, multi-family residential building situated toward the rear parcel line. The building spans nearly the entire width of the property, with paved driveways on Fairmont Avenue and Hope Street, and landscaped beds adjacent to the driveway at the front of the site. The building appears to have a concrete foundation and has a C-shaped footprint with a recessed central section flanked by left and right wings. The structure is wood framed and capped by a hip roof with a moderate overhang and asphalt shingles. The exterior features lapped wood siding along portions of the first story and textured stucco elsewhere. All windows visible from the public right-of-way appear to have replacement vinyl sash set in rectangular openings. Visible doors appear to be paneled wood or flush wood, depending on their location, with exterior storm doors. The entrance at the right (eastern) side of the first story on Fairmont Avenue is set beneath a bracketed gable (Photograph 2). The building contains two garage bays aligned with each driveway. One set face Fairmont Avenue and another faces Hope Street. The garage doors appear to open overhead and appear to be wood, with decorative border trim. The garages facing Fairmont Avenue are set beneath a carport with a deck at the second story (Photograph 3). The deck's railing is a replacement made of wood. Views of the secondary exteriors are provided on Page 4 (Photograph 4 and Photograph 5). The building appears to be in good condition. (Continued on Page 4)

***P3b. Resource Attributes:** HP3. Multiple family property

***P4. Resources Present:** ■Building

P5a. Photograph 1.

P5b. Description of Photograph 1: Apartment building at 750 Fairmont Avenue, viewed from Fairmont Avenue, facing northeast. October 15, 2024.

***P6. Date Constructed/Age and Sources:**
■Historic 1956 (ParcelQuest 2024)

***P7. Owner and Address:**
Castro GPRV 10 LLC
2323 S. Bascom Avenue Suite 100
Campbell, CA 95008

***P8. Recorded by:**
Josh Bevan, AICP, MSHP
Rincon Consultants, Inc.
449 15th Street #303
Oakland, CA 94612

***P9. Date Recorded:**
October 15, 2024

***P10. Survey Type:** Intensive

***P11. Report Citation:** Rincon Consultants, Inc. 2024. Historical Resources Evaluation in Support of CEQA Documentation for the Proposed 881 Castro Street Project. Rincon Consultants Project No. 24-16059.

***Attachments:** ■Location Map ■Continuation Sheet ■Building, Structure, and Object Record

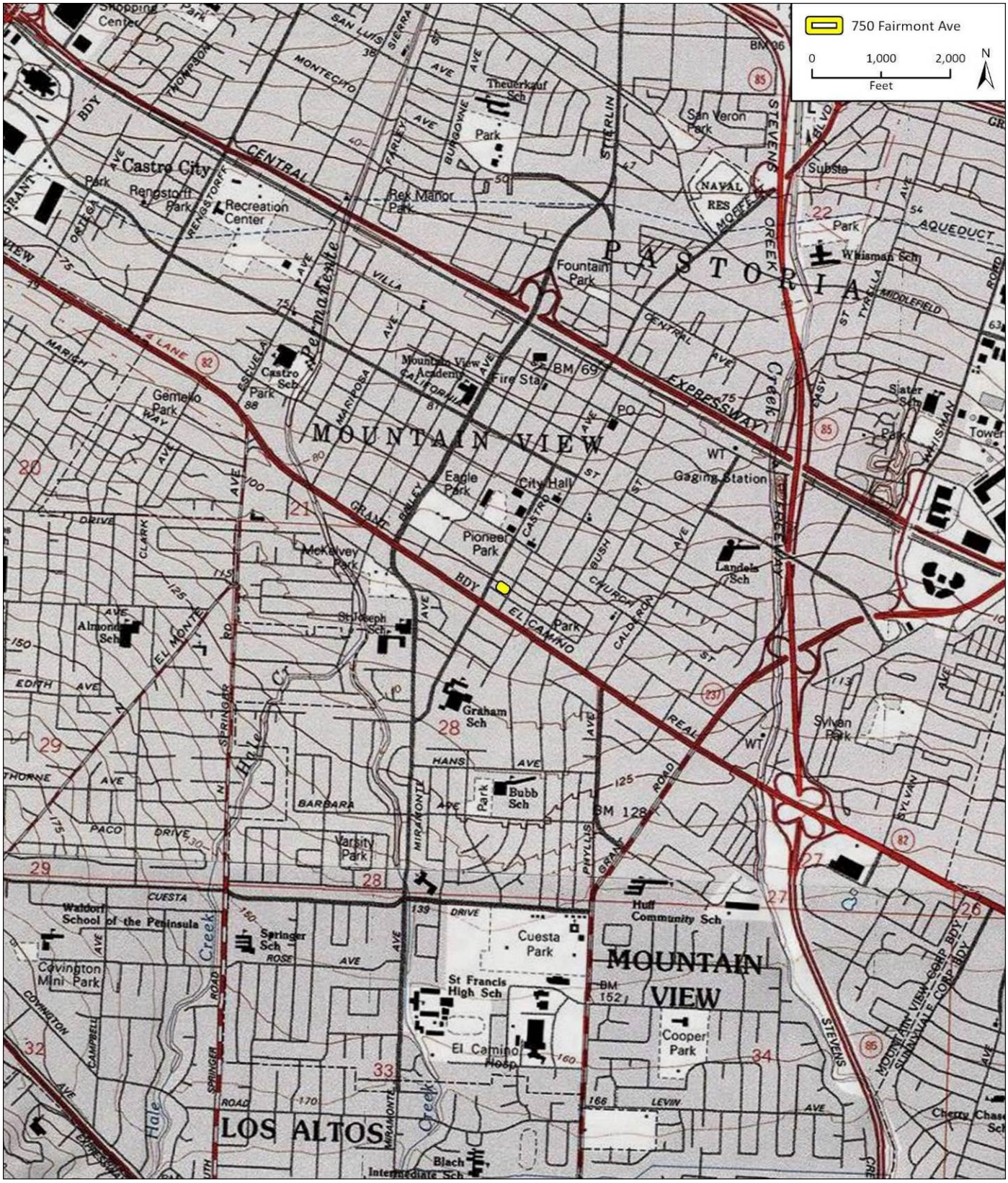
State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary #
HRI#
Trinomial

***Resource Name or #:** 750 Fairmont Avenue

***Map Name:** *Mountain View, Calif.* ***Scale:** 1:24,000 ***Date of Map:** 2024



*Required information

B1. Historic Name: None
B2. Common Name: None
B3. Original Use: Multi-family residential
B4. Present Use: Multi-family residential
***B5. Architectural Style:** Minimal Traditional
***B6. Construction History:** Refer to Property History section on continuation sheets for additional information.
Alterations based on building records on file at the City of Mountain View Building Division (Mountain View, City of 2024b):
1968: Permit # 4957, work description not provided, listed owner as "Bergen"
1977: Richard Mau listed as owner on permit record without a number
2005: Permit 2005-0702, water heater replacement
2006: Permits 2006-1112, 2006-1085, roof shingle replacement
Observed alterations: Windows appear to have replacement vinyl sash. Deck railing at front of building appears to be a replacement.

***B7. Moved?** ■No
***B8. Related Features:** None
B9a. Architect: Unknown
b. Builder: Unknown
***B10. Significance: Theme:** Postwar Suburbanization, City Building & Silicon Valley Innovation (1945-1979); Residential Architecture **Area:** Mountain View **Period of Significance:** 1956 **Property Type:** Residential **Applicable Criteria:** None

750 Fairmont Avenue, which was originally constructed in 1956, is recommended ineligible for federal, state, and local designation; it therefore is not considered a historical resource as defined by CEQA Section 15064.5(a).

(Continued on Continuation Sheet)

B11. Additional Resource Attributes: None

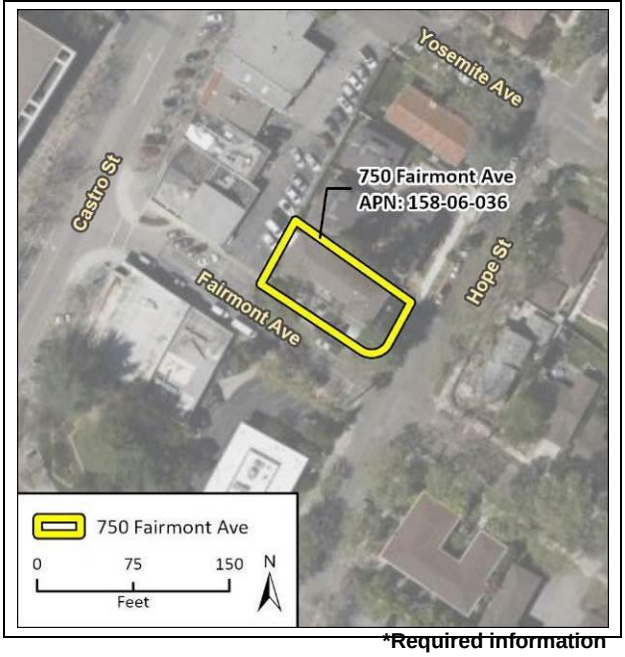
***B12. References:** See Continuation Sheet

B13. Remarks: None

***B14. Evaluator:** Josh Bevan, MSHP, AICP – Rincon Consultants

***Date of Evaluation:** November 20, 2024

(This space reserved for official comments.)



P5a. Photographs (Continued from Page 1):

Photograph 2 Entrance with bracketed canopy at southeast corner of building, view facing northeast

Photograph 3 East exterior, with two garage bays at first story, facing west

Photograph 4 West exterior, viewed from north side of Fairmont Avenue near Castro Street, facing northeast

Photograph 5 Oblique view of north exterior along the north property line, facing west-southwest

B10. Significance (Continued from Page 3):

The following discussion focuses on the immediate years leading up to and during the period when the existing building on the property was built, 1956. The City of Mountain View's draft *Historic Context Statement* (*HCS*) (Page & Turnbull 2024) identifies the period the subject building was constructed within as Postwar Suburbanization, City Building & Silicon Valley Innovation (1945-1979). During this post-World War II period, Mountain View's population grew rapidly, as part of a broader trend within the Bay Area. Many wartime workers who relocated to the Bay Area to support the war effort stayed, and many jobs developed in emerging technology and aerospace sectors (Page & Turnbull 2024). The city's population grew from 4,000 in 1940 to nearly 31,000 in 1960, as the city annexed land and many single-family tract developments and multi-family housing developments were completed. As described in the HCS, "Generally, the new single-family residential tracts tended to be constructed south of El Camino Real or north of Central Expressway, replacing former orchards and agricultural lands. The majority of the new multi-family housing complexes were built adjacent to and between El Camino Real and Central Expressway and in some areas north of Central Expressway" (Page & Turnbull 2024). The subject property was constructed one block north of El Camino Real in an area to the east of Castro Street were several multi-family residential buildings of a similar period existing as of this evaluation.

Multi-Family Housing in Mountain View

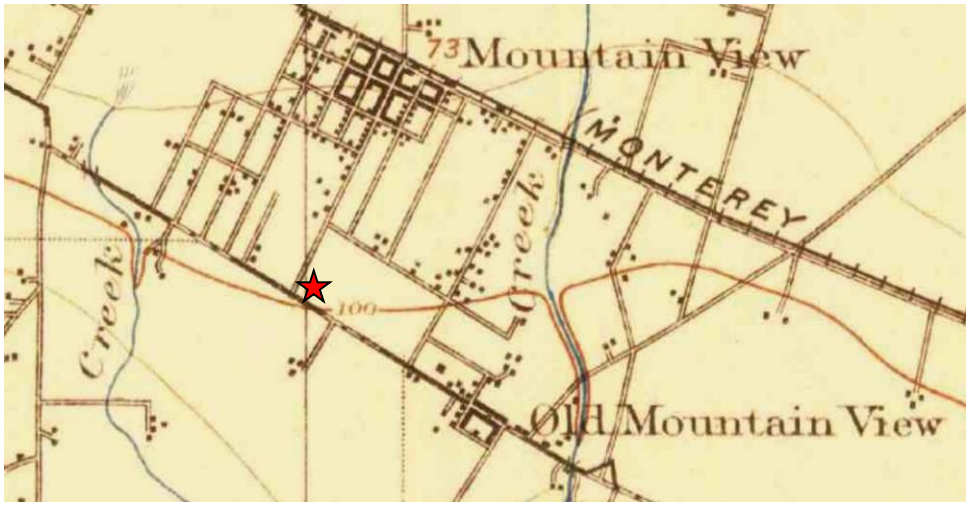
The following context for Multi-Family Housing is excerpted from the *HCS*:

> By the early 1960s, Mountain View was a majority renter city, owing to the ample amount of land zoned for multi-family housing and the construction of numerous new apartment buildings. As previously noted, this was due to the fact that Mountain View zoned large portions of the city for multi-family zoning, which was not typical in many other suburban communities. In older neighborhoods like Shoreline West, one- or two-story apartment buildings were constructed at a scale to fit in with the existing, generally one- to two-story, single-family homes, often utilizing stylistic features of Midcentury Modern or Minimal Traditional architectural styles. A large cluster of apartment buildings constructed in the 1950s and 1960s was built along California Street, between Chiquita and Rengstorff avenues. The block between Escuela and Rengstorff was populated with two-story, U- and O-shaped apartments with exterior corridors and central courtyards, most of which had a pool. The architectural styles included Minimal Traditional, Midcentury Modern, and Neo-Mansard. (Page & Turnbull 2024, 121-122)

Property History

Review of an online Sanborn map database and a previously prepared Phase I Environmental Site Assessment covering this property indicates that it was not within the area of coverage of historic Sanborn maps (PSI 2024). Historical topographic maps and aerial photography were reviewed to understand the property's historical development. During the late nineteenth century, this subject site was located to the south of the downtown core of Mountain View, which remained concentrated toward Evelyn Avenue and centered on Castro Street. The Southern Pacific Railroad's Mountain View station. Present-day El Camino Real was not identified on the map, but the San Francisco-San Jose Road ran to the south of Mountain View, passing through Old Mountain View, where the community had begun prior to the Southern Pacific's completion, to the southeast (USGS 1897, Figure 1). The subject site, located immediately north of El Camino Real and near the southern end of Castro Street, did not appear to contain any development and was roughly from Permanente Creek to the west and Stevens Creek to the east, both of which ran roughly north-south and outside of the historic downtown area.

Figure 1. Approximate location of subject site, overlayed on the 1897 *Palo Alto Quadrangle* map (USGS 1897)



During the early 1900s, development gradually progressed southward in the blocks to the immediate east and west of Castro Street; however, the subject site remained unmapped on Sanborn maps of Mountain View. By 1929, the subject site was located in an area labeled as Nelson Manor, a grid subdivision to the north of El Camino Real, at the southeastern edge of the downtown (McMillan & McMillan 1929). As of 1934, the subject site remained undeveloped, with an unpaved path extending from Castro Street to El Camino Real (a convenient, ad hoc connector) trending southeastward through the site. Nelson Manor subdivision and the southern extent of Castro Street remained sparsely developed (National Archives and Records Administration [NARA] 1934,

). The site remained vacant through the early 1950s, by which time properties to the immediate west and north were developed with commercial and residential uses, respectively (Mountain View Public Library 1950-1955, Figure 3).

Figure 2. Aerial view of subject property (approximate current boundary shown with white dashed line), 1934 (NARA 1934)

Figure 3. Birds-eye aerial view of subject property (approximate current boundary in white) ca. 1950-1955 (Mountain View Public Library 1950-1955).

Santa Clara County Assessor date lists 1956 as the year built for the existing building at 750 Fairmont Avenue (ParcelQuest 2024). Original building permit records and other documentation of the building's origination were not found through review of Building Division's records. An aerial photograph from 1956 captured the building early in its existence, with its existing C-shaped plan, hip roof, and immediate setting, with a residential neighborhood to the east and commercial development along Castro Street and El Camino Real to the west and south (UCSB 1956, Figure 4). Aerial photography from the early 1970s depicted similar conditions with no apparent changes to the building's footprint, roof form, or site characteristics in general (Mountain View Public Library 1970, **Error! Reference source not found.**).

Figure 4. Aerial view of subject property (identified with white arrow), 1956 (UCSB 1956)

Figure 5. Aerial view of subject property (identified with white arrow), 1970 (Mountain View Public Library 1970)

Available historical occupancy data for the property identifies multiple past tenants between 1960 and the early 1980s, as well as an owner with the last name Bergen (1968) and an S. Mau (1977), who appeared in city building records (Mountain View Building Division 2024); no additional occupancy data for Mau was found, while Bergen did not appear as an occupant or owner of the property in available city directories from 1962 to 1968, suggesting this individual's place of residence was located elsewhere. By 1968 the building was listed as Clarice Apartments (PSI 2024). The occupancy of the property between 1960 and 1981 was gathered

from occupancy data provided in a previously prepared Environment Site Assessment of the property (PSI 2024) and available Mountain View city directories (R.L. Polk & Co. 1962, 1964, 1966a, 1968) as listed in the table below:

Historical Occupancy of 750 Fairmont Avenue

Year	Occupants (Owner in bold if listed)	Occupations (if listed)
1960 (PSI 2024)	J.R. Baker Theodora Gregory H. Woods	Draftsman at Lockheed Martin Unknown Unknown
1962 (R.L. Polk & Co.)	John R. Baker and Yolanda Baker Anita Holland John R. and Marjorie A. Wurster Austin M. and Margaret Bower	John, draftsman at Lockheed Martin Office secretary John, electrician Austin, Repairman
1964 (R.L. Polk & Co.)	Frank Brown, Jr. and Ruth Brown John L. and Mary Smith Vacant Brady Anderson	Rank, employee at Lockheed John, employee at Moffett Field N/A Employee at Lockheed
1966a (R.L. Polk & Co.)	A.E. Hassler Ralph Baender Vacant Helen Woncowski	Not listed Not listed N/A
1968 (R.L. Polk & Co.)	James R. Whitledge Vacant Richard W. Travers J Garibaldi	Mechanic, City Corp Dept N/A Not listed Not listed
1976 (PSI 2024)	Robert Bergen David Broman	Unknown Unknown
1981 (PSI 2024)	Vaugh S. Henrie	Unknown

Of the past occupants of the property only Robert Bergen appears to have owned and resided at the property historically. Research of occupancy data identified a Robert S. Bergen as a resident of San Jose in 1966 (R.L. Polk & Co 1966b). Robert S. Bergen's occupation was listed as a salesman for Longview Fibre (R.L. Polk & Co. 1966b). A Robert K. Bergen was listed as a department manager of Dorn Stores and a resident of Los Gatos in 1962 (R.L. Polk & Co. 1966a). No additional documentation relating to these individuals was found through available property records (Ancestry 2024). Research of historical newspapers and biographical information on individuals named in the table below produced no information indicating any that any of the former building occupants were associated with significant events or achievements with association to the subject property (Ancestry.com 2024; Newspapers.com 2024; Mountain View Public Library 2024c).

Minimal Traditional and Traditional Ranch Architecture

Intensive archival research of city building records and historical newspapers did not identify an architect or design professional responsible for this building's design (Mountain View Public Library 2024c, City of Mountain View 2024b, Newspapers.com 2024). The building's style incorporates elements of Minimal Traditional architecture, a style that emerged in the decade before World War II and continued to be built after war (sometimes referred to as Postwar Minimal), and limited detailing that is common to traditional ranch styling (Caltrans 2011). The period of significance identified for Minimal Traditional architecture is 1930s-1940s, and the period of significance for the Traditional Ranch style is 1940s-1970s. Character-defining features identified for each style in the draft *HCS* are listed below:

Character-Defining Features

Minimal Traditional

- One story, small scale

Traditional Ranch

- One story tall

- Wood construction with horizontal wood siding most common; other siding types may include asbestos, stucco, or aluminum
- Hipped or gable roofs
- Hung or casement windows are typical, often with wide divided lites
- May include angled bay windows or windows at building corners
- May include front portico
- Modest decorative features may include wood window shutters, window awnings, attic vents and/or wood trim in the gable end, brick accent cladding (Page & Turnbull 2024, 200-201)
- Rectangular or L-shaped plan, with horizontal emphasis
- Asymmetrical primary façade
- Low pitched roof, generally hipped, gabled, or Dutch gabled (gable-on-hip) roof with overhanging eaves.
- Roof cladding may be wood or asphalt shingle
- Street-facing attached garage (single-family residences), or a carport
- Wood construction with wood or stucco siding typical
- Picture windows at the primary façade are common
- Brick or stone chimney, typically at the side
- Limited ornamentation may include wood shutters, brick base, detailing on the garage doors, exposed rafter tails, a birdhouse (dovecote) feature, bargeboard, or diamond patterned window muntins (Page & Turnbull 2024, 201-202)

Of the features listed above 750 Fairmont Avenue features wood-frame construction, a hip roof, casement windows (vinyl replacement), corner windows, a front portico (bracketed canopy) at one apartment entrance, and modest decorative features common to the Minimal Traditional style. The building's stucco siding is typical of both Minimal Traditional and Traditional Ranch style buildings, as is the border trim on each garage door.

Evaluation

The property at 750 Fairmont Avenue is recommended ineligible for listing in the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR)and under the criteria listed in the City of Mountain View Register of Historic Resources, due to a lack of historical and architectural significance.

NRHP and CRHR

The property at 750 Fairmont Avenue is recommended ineligible under Criterion A/1. Constructed in 1956, the multi-family residential building on the property is a four-unit building constructed during a period of post-World War II population growth and extensive residential construction in Mountain View. Although Mountain View's post-war development included a relatively high amount of multi-family housing development in the region, the property at 750 Fairmont Avenue has not been found to be individually significant to that pattern of development. The property's development in 1956 did not mark the start of the trend or significantly influence housing development Mountain View. Research of historical newspapers and the Mountain View History Center's collections found no documentation of any singular events of historical importance having occurred at this property. Therefore, 750 Fairmont Avenue is recommended ineligible for listing in the NRHP/CRHR under Criterion A/1.

Research conducted for this evaluation did not suggest that any individual connected with the property has made significant historical contributions. The individuals documented as past occupants whose historic occupations are known held jobs that required labor at locations beyond the subject buildings. Further, the building's known former owners do not appear to have worked at the subject building, beyond in the capacity as a landlord, and no documentation on their productive lives was found that indicates they made significant contributions to history. Therefore, 750 Fairmont Avenue is recommended ineligible for listing in the NRHP/CRHR under Criterion B/2.

750 Fairmont Avenue does not appear to be individually significant as a property that embodies the distinctive characteristics of a type, period, method of construction, for possessing high art values, or for representing an important work of a master. The multi-family residential building at 750 Fairmont Avenue is a two-story, vernacular apartment building with limited elements of Minimal Traditional and Traditional Ranch styling, namely the decorative border trim applied to each garage door and the bracketed canopy and paneled wood door located at the entrance to the one of the apartments at the southeast corner of the building. Although these elements appear to be original and are intact, the building's expression of its type, ranch styling, and its period of construction do not appear to be among the best examples in the city, California, or the nation. The building does not express the aesthetic ideal of a style or art form; therefore, it is not significant for possessing high art values. The building's C-shaped footprint, exterior materials, and roof form are common to apartment buildings of its period but do not represent distinctive features that differentiate this building's design as being outstanding. Research of building records and local and online

repositories found no documentation relating to the building's original design and construction, nor professionals linked to the building's origination. As such, the building has not been identified as the work of a master in the field of construction or architecture. Therefore, 750 Fairmont Avenue is recommended ineligible for listing in the NRHP/CRHR under Criterion C/3.

Finally, the built environment of the subject property is not likely to yield valuable information which will contribute to our understanding of human history because the property is not and never was the principal source of information pertaining to significant events, people, architectural style, or industrial-commercial buildings constructed in the mid-twentieth century. Therefore, the property is recommended ineligible for listing under NRHP/CRHR Criterion D/4.

bracketed canopy over one of the building's entrances, border trim at each garage door

Mountain View Register of Historic Resources

Criteria for the designation of buildings, structures, sites, or other improvements to the Mountain View Register of Historic Resources are specified in the City of Mountain View's Historic Preservation Ordinance:

> SEC. 36.54.65. - Designation criteria
> A building, structure, site or other improvement may be designated as a historic resource and placed on the Mountain View Register of Historic Resources if the city council finds that it meets one or more of the following criteria:
> a. Is strongly identified with a person who, or an organization which, significantly contributed to the culture, history or development of the City of Mountain View;
> b. Is the site of a significant historic event in the city's past;
> c. Embodies distinctive characteristics significant to the city in terms of a type, period, region or method of construction or representative of the work of a master or possession of high artistic value; or
> d. Has yielded, or may be likely to yield, information important to the city's prehistory or history.
> (Ord. No. 18.13, § 1, 12/10/13.) (City of Mountain View 2022, 2024a)

Under local criterion (a), which is similar to NRHP/CRHR Criterion B/2, 750 Fairmont Avenue is recommended ineligible, as the property has not been identified in association with any individuals who significantly contributed to the culture, history, or development of Mountain View.

Under local criterion (b), which is similar to NRHP/CRHR Criterion B/2, 750 Fairmont Avenue is recommended ineligible, as the property does not appear individually significant within the pattern of post-World War II expansion and residential development in Mountain View.

Under local criterion (c), which is similar to NRHP/CRHR Criterion C/3, 750 Fairmont Avenue is recommended ineligible, as the property lacks individual architectural significance and is not representative of the work of design professional considered a master; nor does the property possess high artistic values.

Under local criterion (d), which is similar to NRHP/CRHR Criterion D/4, 750 Fairmont Avenue is recommended ineligible as the property is not and never was the principal source of information pertaining to significant events, people, architectural style, or commercial buildings constructed in the mid-1950s.

B12. References (Continued from Page 3):

Ancestry.com

2024 Various occupancy, public, and genealogical records reviewed for subject property. https://www.ancestry.com/ (accessed October 2024).

Avery Index to Architectural Periodicals (Avery Index)

2024 Database search via Los Angeles Public Library, online. https://research-ebsco-com.ezproxy.lapl.org/c/vk7dan/search?defaultdb=bvh (accessed October 2024).

Caltrans (California Department of Transportation)

2011 *Tract Housing in California, 1945-1973: A Context for National Register Evaluation*. Sacramento, CA: Caltrans. Electronic resource: https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/ser/tract-housing-in-ca-1945-1973-a11y.pdf (accessed November 2024).

McMillan & McMillan

1929 *Official Map of Santa Clara County, California*. San Francisco, CA: Walkup Map Co. https://ia601708.us.archive.org/27/items/map_santaclaracounty_1929/map_santaclaracounty_1929_panel04.jpg (accessed October 2024).

Mountain View, City of

2022 City of Mountain View Register of Historic Resources. Last updated September 28, 2022. Electronic resource. https://www.mountainview.gov/home/showpublisheddocument/7915/638346084894870000 (accessed September 2024).

2024a Historic Preservation Ordinance. Version: July 26, 2024 (current). Electronic resource. https://library.municode.com/ca/mountain_view/codes/code_of_ordinances?nodeId=PTIITHCO_CH36ZO_ARTXVIZOORAD_DIV15DEPRHIRE (accessed September 2024).

2024b Mountain View Building Division. Property file for Fairmont Avenue. Researched in person on October 15, 2024.

Mountain View Public Library

1950-55 Bird's-eye View of Castro Street, 1950-1955. Photograph. https://archive.org/details/cmv_001134 (accessed September 2024).

1970 Aerial photography of Mountain View, California, 1970. https://californiarevealed.org/do/6865ddcf-02e8-413d-a6ea-2de30c55a538#page/1 (accessed September 2024).

2024 Mountain View Historical Newspapers. Database searched in-person at History Center.

National Records and Archives Administration (NARA)

1934 California – Mountain View Through Nacimiento Road – NARA – 23934687.jpg. National Archives and Records Administration, Public domain, via Wikimedia Commons. https://commons.wikimedia.org/wiki/File:California_-_Mountain_View_through_Nacimiento_Road_-_NARA_-_23934687.jpg (accessed October 2024).

Newspapers.com

2024 Online newspaper database search. https://www.newspapers.com/ (accessed October 2024).

Page & Turnbull

2024 *City of Mountain View Historic Context Statement*. Public Review Draft. May 29, 2024. Prepared for City of Mountain View. Accessed online: https://www.mountainview.gov/home/showpublisheddocument/9478/638575818912170000 (accessed October 2024).

ParcelQuest.com

2024 Property data for 750 Fairmount Avenue. https://www.parcelquest.com/ (accessed September 2024).

PSI

2024 *Phase I Environmental Site Assessment Multi-Tenant Commercial & Multi-Family Residential Buildings 750 Fairmont Avenue and 843, 845, 871, 873, 881, & 889 Castro Street, Mountain View, California 94041.* Including aerial photograph, topographic map, Sanborn map, and city directory data.

R.L. Polk & Co.

1962 *Mountain View (Santa Clara County, Calif.) City Directory*. 1962. Via Ancestry.com. https://www.ancestry.com/imageviewer/collections/2469/images/32701_1020601537_0821-00006?ssrc=&backlabel=Return (accessed September 2024).

1964 *Mountain View (Santa Clara County, Calif.) City Directory*. 1964. Via Ancestry.com. https://www.ancestry.com/imageviewer/collections/2469/images/32701_1020601537_0821-00006?ssrc=&backlabel=Return (accessed September 2024).

1966a *Mountain View (Santa Clara County, Calif.) City Directory*. 1966. Via Ancestry.com. https://www.ancestry.com/imageviewer/collections/2469/images/32701_1020601537_0821-00006?ssrc=&backlabel=Return (accessed September 2024).

1966b *San Jose (Santa Clara County, Calif.) City Directory*. 1966. Via Ancestry.com. https://www.ancestry.com/imageviewer/collections/2469/images/32701_1020601537_0895-00000?ssrc=&backlabel=Return (accessed September 2024).

1968 *Mountain View (Santa Clara County, Calif.) City Directory*. 1968. Via Ancestry.com. https://www.ancestry.com/imageviewer/collections/2469/images/32701_1020601537_0821-00006?ssrc=&backlabel=Return (accessed September 2024).

University of California, Santa Barbara Library Special Collections. FrameFinder Aerial Photography database (UCSB).

1956 Aero Services Corporation. Flight CIV-1956, Frame 2r-36. https://mil.library.ucsb.edu/ap_indexes/FrameFinder/ (accessed September 2024).

United States Geological Survey (USGS)

1897 *Palo Alto, California Quadrangle*. Accessed via USGS topoView. https://ngmdb.usgs.gov/topoview/viewer/#15/37.3862/-122.0828 (accessed October 2024).

U.S. Modernist

2024 Search of online architectural periodical and magazine database for subject property documentation. https://usmodernist.org/library.htm (accessed October 2024).

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

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code

Other Listings
Review Code | Reviewer | Date

 ***Resource Name or #:** 843 Castro Street

P1. Other Identifier: None

***P2. Location:** ■ **Unrestricted** ***a. County:** Santa Clara

***b. USGS 7.5' Quad:** *Mountain View, California* **Date:** 2024 **T** 6S; **R** 1W **of Sec** 32; M.D.**B.M.**

c. Address: 843 Castro Street City: Mountain View Zip: 94041

d. UTM: Zone 10S: 588679.42 mE/ 4136595.81 mN e. Other Locational Data: APN 158-06-039

***P3a. Description:**

The property at 843 Castro Street is a 0.07-acre parcel located on the east side of Castro Street, between Yosemite Avenue (north) and Fairmont Avenue (south) in downtown Mountain View. The property is bounded by Castro Street to the west, a neighboring commercial building at 825 Castro Street to the north, neighboring residences on Hope Street to the east, and a neighboring commercial building at 871 Castro Street to the south. This property contains a one-story commercial-office building constructed in 1947-1948. The rear of the parcel is paved ground, including parking directly behind the building and a driveway that parallels Castro Street between Yosemite and Fairmont Avenue. The building's façade is symmetrical with two storefronts that mirror each other; one for the address 843 Castro Street and the other for 845 Castro Street; at the time of survey, the building appeared to be occupied by a single business across both interior units. Replacement entrance doors are set in narrow bays at the outer sides of the façade and are metal with full glazing. The two inner bays have single-lite rectangular windows with similar replacement metal frames, single-lite display windows set on Roman brick bulkheads. Roman brick columns divided the four bays, and an opaque transom tops each bay. A pent eave mounted to the parapet and covered with clay tiles overhangs the façade. It features a gutter with streamline/stripe detailing. The north and south sides of the building abut neighboring buildings. The rear exterior has a painted concrete block exterior and two entrances, each with a flush metal door and an adjacent vinyl casement window set behind a metal security. The building appears to be in good condition. (Continued on Page 4)

***P3b. Resource Attributes:** HP6. Commercial property 1-3 stories

***P4. Resources Present:** ■Building

P5a. Photograph 1.

P5b. Description of Photograph: Primary (west) façade of 843 Castro Street, viewed from sidewalk on east side of Castro Street, facing south. October 15, 2024

***P6. Date Constructed/Age and Sources:**
■Historic ca. 1947-1948 (*Mountain View Leader Review* 1947; UCSB 1948)

***P7. Owner and Address:**
Castro GPRV 10 LLC
843 Castro Street, Mountain View, CA 94041

***P8. Recorded by:**
Josh Bevan, AICP, MSHP
Rincon Consultants, Inc.
449 15th Street #303
Oakland, CA 94612

***P9. Date Recorded:**
October 15, 2024

***P10. Survey Type:** Intensive

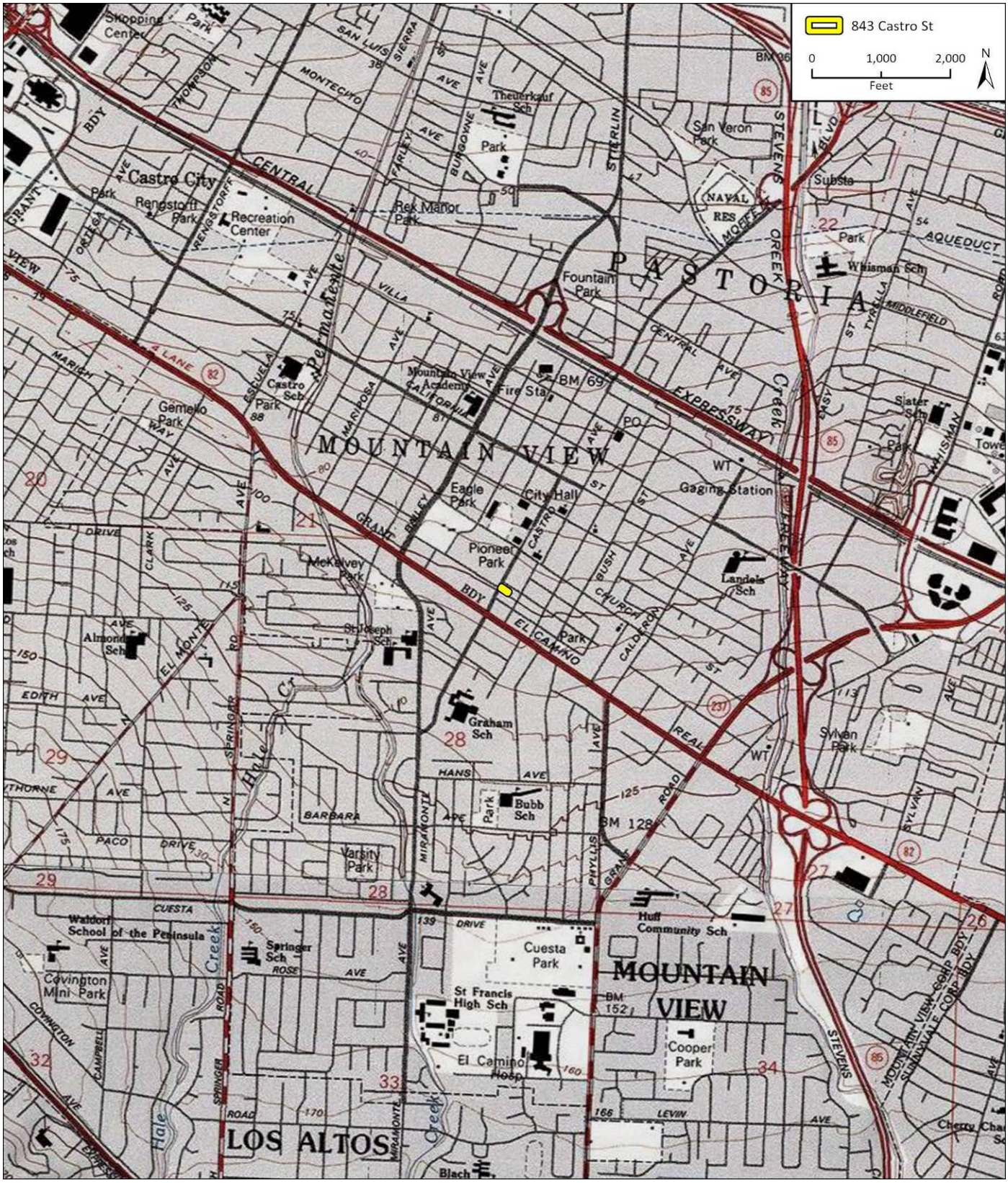
***P11. Report Citation:** Rincon Consultants, Inc. 2024. Historical Resources Evaluation in Support of CEQA Documentation for the Proposed 881 Castro Street Project. Rincon Consultants Project No. 24-16059.

***Attachments:** ■Location Map ■Continuation Sheet ■Building, Structure, and Object Record

State of California — The Resources Agency DEPARTMENT OF PARKS AND RECREATION **LOCATION MAP**	Primary # HRI# Trinomial

***Resource Name or #:** 843 Castro Street

***Map Name:** *Mountain View, Calif.* ***Scale:** 1:24,000 ***Date of Map:** 2024



B1. Historic Name: None
B2. Common Name: None
B3. Original Use: Commercial
B4. Present Use: Commercial
***B5. Architectural Style:** Commercial Modern
***B6. Construction History:**
Existing building constructed ca. 1947-1948 (*Mountain View Register Leader* 1947, UCSB 1948)
Refer to Property History section on continuation sheets for additional information
Alterations based on building records on file at the City of Mountain View Building Division (Mountain View, City of 2024b):
1985: Dated November 15, permit # not discernable due to document scan quality- Owner, Fred McKell applied for a permit to change the front façade. No additional details were provided on the permit card
1995: Permit #95001346 Owner, Fred McKell applied for a permit to finalize an exterior façade remodeling, potentially the work originally permitted in 1985
Observed alterations: replacement storefront windows and doors, replacement vinyl windows at rear of building

***B7. Moved?** ■No
***B8. Related Features:** None
B9a. Architect: Unknown
b. Builder: Unknown
***B10. Significance: Theme:** Postwar Suburbanization, City Building & Silicon Valley Innovation (1945-1979); Commercial Architecture
Area: Mountain View **Period of Significance:** 1947-1948 **Property Type:** Commercial **Applicable Criteria:** None

843 Castro Street, which was originally constructed ca. 1947-1948, is recommended ineligible for federal, state, and local designation; it therefore is not considered a historical resource as defined by CEQA Section 15064.5(a).

(Continued on Continuation Sheet)

B11. Additional Resource Attributes: None

***B12. References:** See Continuation Sheet

B13. Remarks: None

***B14. Evaluator:** Josh Bevan, MSHP, AICP – Rincon Consultants

***Date of Evaluation:** November 20, 2024

(This space reserved for official comments.)

Description (Continued from Page 1):

Photograph 2. Rear (east) exterior, viewed from alley at rear of building, facing west.

B10. Significance (Continued from Page 3):

The following discussion focuses on the immediate years leading up to and during the period when the existing building on the property was constructed ca. 1947-1948. The City of Mountain View's draft *Historic Context Statement* (*HCS*) (Page & Turnbull 2024) identifies the period the subject building was constructed within as Postwar Suburbanization, City Building & Silicon Valley Innovation (1945-1979). The following context is excerpted from the *HCS*:

> While prior to World War II, commercial activities in Mountain View were primarily concentrated in Old Mountain View and along Castro Street, during the post-World War II period, retail and commercial development expanded beyond the downtown core. During this period, the last remaining commercial buildings in Old Mountain View were demolished, including the Beverly Home and Enterprise Hall. Castro Street remained an active commercial shopping destination in the 1950s and early 1960s, and many of the older commercial buildings were modernized with new storefront facades. However, new suburban shopping malls and shopping centers were built throughout the city, and automobile-oriented businesses sprouted up along El Camino Real. In addition to the shopping mall, many new postwar commercial typologies emerged, including drive-in movie theaters and restaurants, and others evolved to better cater to an increasingly automobile centric populous.
>
> During the postwar period, many of the existing businesses along Castro Street modernized their storefronts with new cladding and large blade signs to attract the attention of drivers-by (Figure 96). These renovations were inspired both by a desire to stay relevant in the changing retail environment, and by a City-initiated "rehabilitation program" and safety inspections in the 1960s that could result in the condemnation of a building if it was found to be beyond repair. The train depot at the north end of Castro Street was demolished in 1959, and the Chamber of Commerce advocated for demolition of buildings for more parking downtown. Buildings along Hope and Bryant streets in particular were demolished for surface parking behind the main blocks of Castro Street.
>
> New commercial buildings just of off Castro Street, on intersecting streets, were also constructed in the 1950s and early 1960s, generally exhibiting the Midcentury Modern style with flat canopies, Roman brick bulkheads, and angled storefront entrances. Other businesses opening along Castro Street included drug stores, a Greyhound bus ticket office, new restaurants, and clothing stores. The Mountain View Theater (originally opened in 1926), underwent an extensive interior and exterior remodeling in 1962 and eventually closed in 1986, and has subsequently been used by various nightclubs and restaurants.
>
> To serve the rapidly growing community, many of whom also needed loans to start new businesses or buy a house, a number of new banking institutions opened along or near Castro Street. Among these were the

Mountain View Home Savings & Loan Association, in a Midcentury Modern building at 501 Castro Street (now Bank of the West) built in 1959 by notable local architect Hollis Logue, Jr. Later, the Home Savings & Loan Association, in a New Formalist building at 749 West El Camino Real (now Chase Bank) built in 1977 by renowned designer Millard Sheets and his collaborative design studio, featured integrated artwork including an mosaic with motifs related to local history.

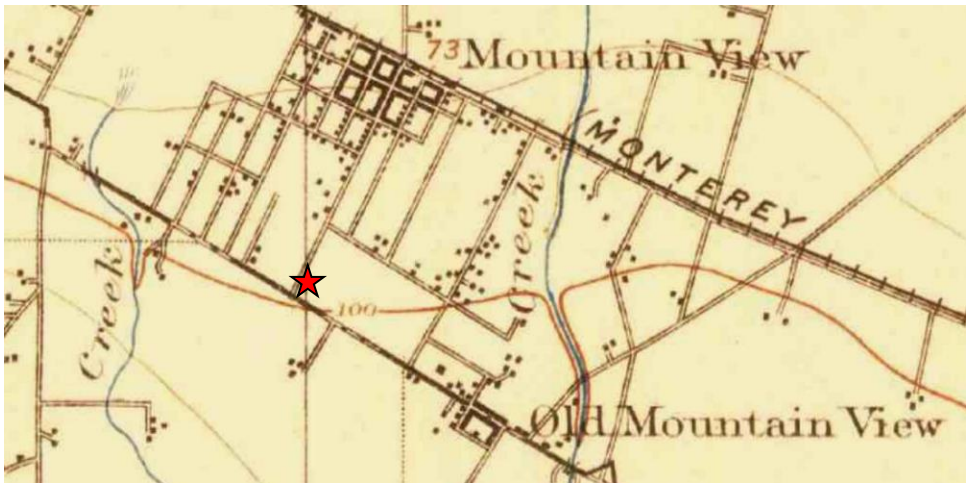
In 1962, the City spent some $850,000 on improvements to Castro Street, including widening the street and installing new streetlights and traffic signals. By the late 1960s, however, the shopping malls, with their concentration of department stores and other amenities like climate-controlled interiors and convenient parking, drew many shoppers away from downtown and Castro Street. Although what remained of the historic Chinatown in Mountain View was effectively demolished in a fire in 1946, the 1960s and 1970s comprised a new era for Asian businesses downtown, especially Chinese and Vietnamese businesses. While referred to as "Chinatown," the microneighborhood around Villa and View streets was also home to a number of Japanese businesses. In the 1970s, many Asian business owners, particularly of Chinese and Vietnamese descent, took advantage of the lower rents along Castro Street, opening new retail stores and restaurants, keeping some life along Castro Street, while many businesses were moving out to suburban shopping centers. An early example of this trend was Andy's Chinese Restaurant (374 Castro Street), opened in 1962. In contrast to the very long-standing Chinese community, the Vietnamese community grew quickly starting only in the mid-1970s, following the fall of Saigon and American evacuation of Vietnamese refugees; Santa Clara County now has the second largest Vietnamese population outside of Vietnam.

El Camino Real became a new kind of main street for Mountain View in the postwar period as it catered to new automobile-oriented businesses. By 1940, Ugo Mancini, whose family had opened an auto service station in the 1920s, had expanded the business to become Mancini Motors at the intersection of El Camino Real and Castro Street, marking the beginning of this trend; the complex of Art Deco and Quonset hut buildings, which served as a Plymouth and DeSoto dealership, was later demolished in the late 1970s. Other gas stations and service stations soon followed nearby and began to stretch out along El Camino Real. Lozano Car Wash, one of several Googie style carwashes built in the San Francisco Bay Area, was constructed at 2690 West El Camino Real in Mountain View with a cable-suspended roof from dramatically angled metal bracing. It remains extant. New businesses included drive-in restaurants such as Spivey's, Linda's, Lane's, A&W, and Bob's Big Boy, all designed in the Midcentury Modern or Googie styles (all since demolished). In addition, Monte Vista Drive-In Theater opened 1950 at Grant Road and El Camino Real. It closed in 1950 and was subsequently redeveloped. While most properties developed along El Camino Real in the postwar period embodied some type of Modernist architectural style, a few commercial properties deviated from this norm by using neo-revival or vernacular styles. (Page & Turnbull 2024, 205-207)

Property History

Review of an online Sanborn map database and a previously prepared Phase I Environmental Site Assessment covering this property indicates that it was not within the area of coverage of historic Sanborn maps (PSI 2024). Historical topographic maps, aerial photographs, newspapers, and building records on file with the Mountain View Building Division were reviewed to understand the property's historical development. During the late nineteenth century, the land within present-day 843 Castro Street was located to the south of the downtown core of Mountain View, which remained concentrated toward Evelyn Avenue and centered on Castro Street, closer to the alignment of the Southern Pacific Railroad's Mountain View station. Present-day El Camino Real was not identified on the map, but the San Francisco-San Jose Road ran to the south of Mountain View, passing through Old Mountain View, where the community had begun prior to the Southern Pacific's completion, to the southeast (USGS 1897, Figure 1). The subject site, located north of El Camino Real and near the southern end of Castro Street, did not appear to contain any development and was roughly equidistant from Permanente Creek to the west and Stevens Creek to the east, both of which ran roughly north-south and outside of the historic downtown area.

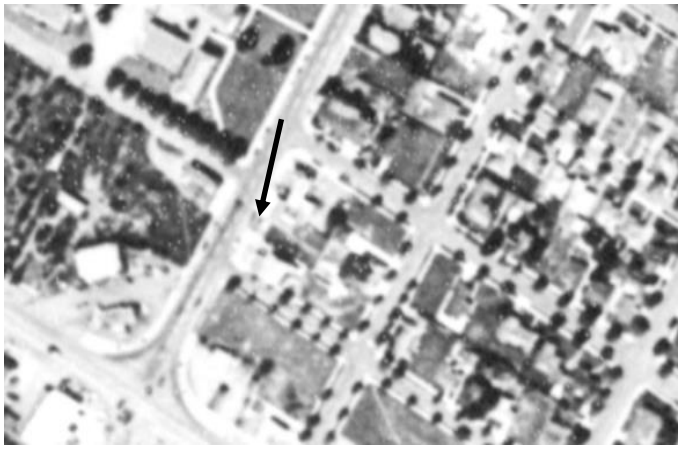
Figure 1. Approximate location of subject site, overlayed on the 1897 *Palo Alto Quadrangle* map (USGS 1899)



During the early 1900s, development gradually progressed southward in the blocks to the east and west of Castro Street; however, the subject site remained unmapped on Sanborn maps of Mountain View. Although Santa Clara County Assessor data for 843 Castro Street lists a year of construction of 1928, research for this study found that no buildings were present on property's site as of 1934; as such, the 1928 date is inaccurate (National Archives and Records Administration [NARA] 1934, Figure 2). By 1929, the subject site was located in an area labeled as Nelson Manor, a grid subdivision, according to a map of Santa Clara County (McMillan & McMillan 1929); however, the land within the subject property and its immediate neighboring parcels remained undeveloped as of 1934 (NARA 1934, Figure 2). Research of historical newspapers via the Mountain View History Center's database determined that Ballentine Realty advertised its location as 853 Castro Street, one the subject property's historic addresses, in 1947 (*Mountain View Register Leader* 1947). Review of historical aerial photography found that the subject site appeared to contain a relatively small building with a similar footprint to the existing building by 1948 (UCSB 1948, Figure 3). Therefore, with an absence of an original construction permit, these sources indicate the existing building was constructed ca. 1947-1948.

Figure 2. Aerial view of subject property (approximate current boundary shown with white dashed line), 1934 (NARA 1934)

Figure 3. Aerial view over site of subject property (identified with black arrow), 1948 (UCSB 1948)

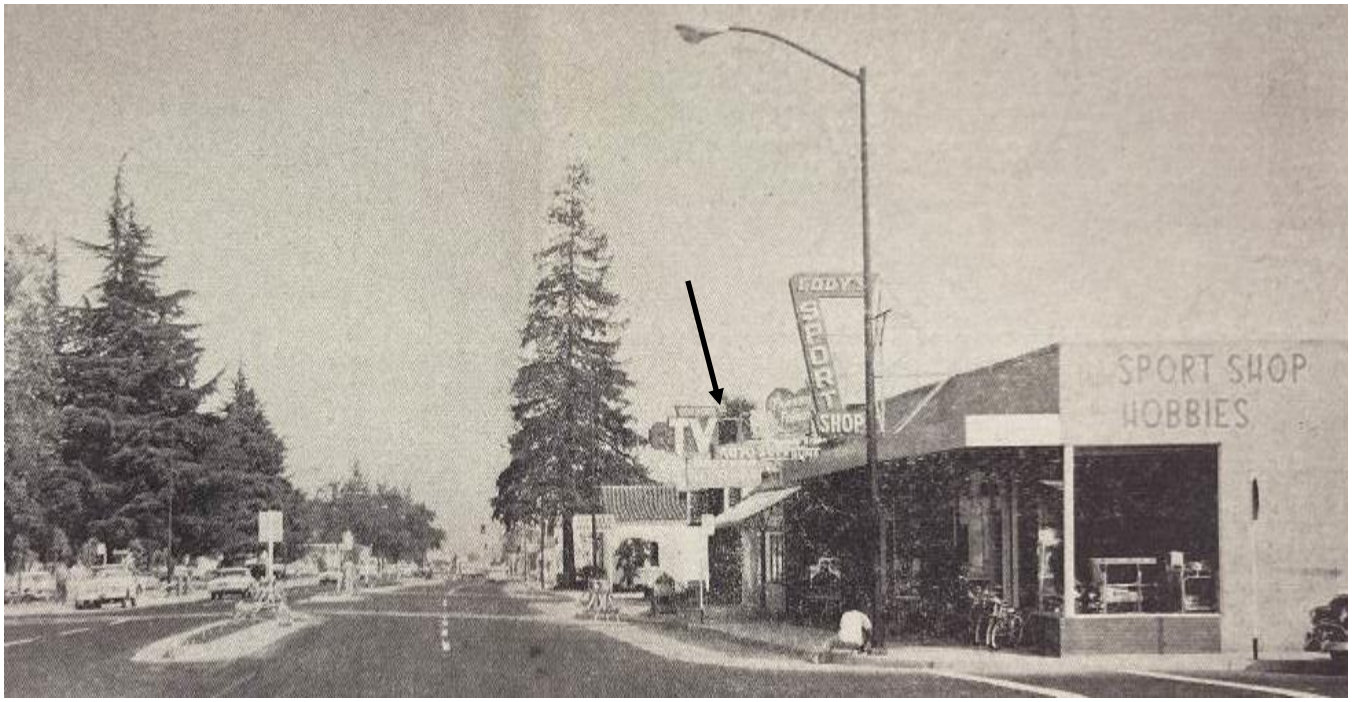


A birds-eye view from 1950-1955 showed the subject building during the first decade of its existence (Mountain View Public Library 1950-1955, Figure 4). The rear façade was similar present conditions with two entrances and related windows. The building does not appear to have featured the existing pent eave with red tiles during this period. It appears that a blade sign was mounted to the primary façade. During this period, the lot to the immediate south (present-day 871 Castro Street) was undeveloped. The existing alley behind the subject building was not present; rather, the rear areas of the individual properties were divided with fences. The alley was present by 1956, based on subsequent aerial photography (UCSB 1956). A 1965 photograph shows the subject

building features a sign for Gordon's TV and appears to show a large display window of similar size to the existing display windows (*Los Altos News-Mountain View News* 1965, Figure 5).

Figure 4. Birds-eye aerial view of subject property (identified with white arrow) ca. 1950-1955 (Mountain View Public Library 1950-1955)

Figure 5. View of Castro Street, with subject building at middle-left, 1965 (*Los Altos News-Mountain View News* 1965)



Similar conditions persisted as of 1970. The subject building was shown with its existing footprint, flat roof, and without its existing roof tiles in an aerial photograph (Mountain View Public Library 1970, Figure 6). Building permit records indicate that between 1985 and 1995, owner Fred McKell completed a remodeling of the building's primary façade. This remodeling work appears to have been completed ca. 1993, based on a photograph below, as the 1995 permit was applied for to "finalize" changes to the front of the building (Mountain View Public Library 1993, Figure 7).

Figure 6. Aerial view of subject property (identified with white arrow) and neighboring properties, 1970 (Mountain View Public Library 1970)

Figure 7. Photograph showing subject building (identified with black arrow) in 1993 (Mountain View Public Library 1993)

Available historical occupancy data for the property between 1947 and 1960 and the more recent past was sourced from historical newspapers, available Mountain View city directories (R.L. Polk & Co. 1962, 1964, 1966, 1968), and a previously prepared Environment Site Assessment of the property (PSI 2024), as listed and referenced in the table below. The earliest occupant identified is Ballentine Realty in 1947. During the mid-1950s the building housed Tom's Auto Supply, Davila Paint, and Spot Realty Co. By 1960, Gordon's TV & Radio Co. and Mountain View Realty replaced prior occupants. Gordon's remained an occupant until 1966, while Mountain View Realty and cleaning business were replaced by a succession of realty estate brokerages into the 1970s. Tax preparation businesses also occupied the building between the early 1970s and ca. 1981. The buildings remodeling ca. 1985 to 1995 occurred during a period when permit applicant and owner, Fred McKell, occupied the building; the business contained a State Farm Insurance location during that period (PSI 2024). Research of historical newspapers and biographical information on individuals named in the table below produced no information indicating any that any of the former building occupants were associated with significant events or achievements with association to the subject property (Ancestry.com 2024; Newspapers.com 2024; Mountain View Public Library 2024).

Historical Occupancy of 843 Castro Street (historically encompassed addresses 843, 845 and 853 Castro Street)

Year	Occupants (Owner in bold if listed)	Business Type/Occupation
1947 (*Mountain View Register Leader)*	853 Ballentine Realty	Real Estate brokerage
1950 (*Mountain View Register)*	845 Nelson's Radio & TV	Electronics
1954 (*Mountain View Daily Register*)	845 Tom's Auto Supply 853 Spot Realty Co. (D.B. Christensen & Staff)	Auto Supply Real Estate brokerage
1956 (PSI 2024)	845 Davila Paint 853 Spot Realty Co.	Paint business Real Estate brokerage
1960 (PSI 2024)	845 Gordons TV & Radio Co 853 Mountain View Realty	Electronics Real Estate brokerage
1962 (PSI 2024, (R.L. Polk & Co.)	845 Gordon's TV Sales & Service 853 Mountain View Realty and Quality Plus Cleaners	Electronics Real Estate brokerage Cleaning service
1964 (R.L. Polk & Co.)	845 Gordon's TV 853 Daffern Marmon Realty	Electronics Real Estate brokerage
1966 (R.L. Polk & Co.)	845 Gordon's TV 853 Daffern Realty	Electronics Real Estate brokerage
1968 (R.L. Polk & Co.)	845 Sierra Printing	Printing

Year	Occupants (Owner in bold if listed)	Business Type/Occupation
	853 H. Carskadon Real Estate, Arthur L. Childers Real Estate, H. Ross Coleman Real Estate, Eight Fifty Three Realty	Real Estate brokerages
1971 (PSI 2024)	845 The Tax People Inc 853 H. Carskadon Realtor, Childers Realty, Coleman Ross Realtor	Tax consultation Real Estate brokerage
1976 (PSI 2024)	845 No Listing 853 Coleman Ross Realtor, H. Carskadon Realtor	N/A Real Estate brokerages
1981 (PSI 2024)	845 Tax Preparer Service Co. 853 Pat Pyne Realty	Tax consultation Real Estate brokerage
1990-2002 (PSI 2024)	845 Fred A. McKell, State Farm Ins. Agency, Bradley McKell	Insurance agency
2016-Present (PSI 2024, survey)	843 Aim Library & Info Staffing/AIM Staffing Inc. (2020-22) GPR Ventures (2022-present) 845 Giorgi Asatiani (2016-2022)	Staffing Venture capital Unknown

Commercial Modern Architecture

The draft HCS provides the following context and character-defining features of commercial buildings designed in Modern architectural styles:

> Commercial Modern is the expression of the Modern Movement in commercial architecture in the postwar period, including in commercial retail buildings, offices, corporate campuses, and technology laboratory and manufacturing facilities. Like the Midcentury Modern style, the Commercial Style has geometric massing with simple lines, often with expressed structural systems, and eschews most historical forms of architectural ornamentation. Some automobile-oriented postwar businesses such as drive-in restaurants and carwashes were designed in the Googie style, a subtype of Commercial Modern architecture, which expressed the values of the atomic/space/jet age with dramatic rooflines and signate. Another Commercial Modern subtype is the Quonset hut, which is a prefabricated corrugated metal semi-cylindrical building which was often military surplus. As are certain property types that were often designed in Modernist styles, including drive-in restaurants, bowling alleys, theaters, shopping malls/centers, motels, gas stations, and car washes. Office and technology sector buildings that fully express the Commercial Modern style are increasingly rare; many extant technology-sector office, research, and manufacturing facilities are simple boxy concrete buildings that are not a full expression of the Modernist style.
>
> Period of Significance: 1940s-early 1960s
>
> Associated property types: Retail stores; mixed use buildings; shopping malls/centers; motels; restaurants; auto-oriented businesses, such as gas stations, service centers, car washes, drive-in restaurants, drive-in theaters, etc.; banks; signs; offices; research and development laboratories; and manufacturing facilities.
>
> Common Character-Defining Features of the Commercial Modern style:
> - One- to two-story massing (one story is most common)
> - Wood, steel, or concrete construction where the structural system may be expressed outwardly
> - Flat roofs are typical, but other roof forms may include butterfly, low-pitch shed, barrel vault, or low-pitch gable
> - Roofs may include projecting canopies (flat, folded plate, or barrel vault)
> - Cladding materials range from exposed concrete or concrete masonry unit (CMU) to stucco, wood, or brick
> - Roman (narrow horizontal) brick bulkheads are common
> - Massing is typically highly geometric and simplified

- Large expanses of glazing are typical
- Inward angled storefront entrances are common
- Absence of applied ornamentation
- Brise-soleils, screens, or other sunshades may be included
- Googie style buildings often include dramatic roof forms, structural systems, and/or signage (Page & Turnbull 2024, 205-207).

The building at 843 Castro Street is one-story commercial building that appears to have a wood and concrete block structure, is capped by a flat roof with a parapet and a pent eave that forms a sidewalk canopy. The building is clad with stucco and Roman brick and has replacement metal-frame windows and doors in its storefronts. The building does not feature a dramatic roof form, exposed structural elements, or large expanses of glass that typically represent a Googie variation of Commercial Modern architecture. No information was found relating to the design and construction professionals associated with the building's original design in available city and online repositories (Avery Index 2024; Mountain View, City of 2024c; Mountain View Public Library 2024, USModernist 2024, Newspapers.com 2024).

Evaluation

The property at 843 Castro Street is recommended ineligible for listing in the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR) and under the criteria for listing in the City of Mountain Register of Historic Resources, due to a lack of historical and architectural significance.

NRHP and CRHR

The property at 843 Castro Street is recommended ineligible under Criterion A/1. Constructed ca. 1947-1948, the commercial building on the property was built during the immediate years after World War II, as Mountain View's population grew and Castro Street entered a period of increased commercial development between 1945 and the late 1970s, which included new construction and remodeling of many preexisting buildings. Although part of a trend of commercial development and one of several buildings constructed along Castro Street during immediate post-war years, 843 Castro Street has not been demonstrated to have initiated, significantly informed, or otherwise influenced commercial development, or commerce in general, in Mountain View, California, or the nation. No events of historic importance are known to have occurred at this property. Therefore, 843 Castro Street is recommended ineligible for listing in the NRHP/CRHR under Criterion A/1.

Research conducted for this evaluation did not find evidence that suggests that any individuals historically associated with this property have made significant historical contributions. Review of available occupancy data, historical newspapers, and archival research revealed little information past occupants of the property who ran or were employed by the businesses that occupied the building. Overall, none of the past occupants have been identified for having made significant contributions to their professions or commercial history in Mountain View that is represented by the existing building. Therefore, 843 Castro Street is recommended ineligible for listing in the NRHP/CRHR under Criterion B/2.

843 Castro Street does not appear to be individually significant as a property that embodies the distinctive characteristics of a type, period, method of construction, for possessing high artistic values, or for representing an important work of a master. The subject building was constructed ca. 1947 to 1948 by an unknown builder or contractor, and its original design and any responsible designer or architect are unknown As such, the building has not been identified as the work of a master in the field of construction or architecture. Based upon historical aerials of the building, and one historical street view, the building appears to have been constructed with its existing footprint and flat roof, and likely feature to storefronts, with rectangular display windows and a façade-mounted sign common to Modern commercial buildings that were built across the nation in the mid-twentieth century. The building's current design appears to incorporate original brick, while the existing windows, doors, and roof tiles non-original features. Overall, the building lacks individually distinctive features that would enable it to stand out as a significant example of Commercial Modern architecture in Mountain View, California, or the nation. The building does not express the aesthetic ideal of a style or art form, rather it is representative of multiple eras of construction and stylistic alteration; therefore, it is not significant for possessing high art values. Therefore, 843 Castro Street is recommended ineligible for listing in the NRHP/CRHR under Criterion C/3.

Finally, the built environment of the subject property is not likely to yield valuable information which will contribute to our understanding of human history because the property is not and never was the principal source of information pertaining to significant events, people, architectural style, or industrial-commercial buildings constructed in the mid-twentieth century. Therefore, the property is recommended ineligible for listing under NRHP/CRHR Criterion D/4.

Mountain View Register of Historic Resources

Criteria for the designation of buildings, structures, sites, or other improvements to the Mountain View Register of Historic Resources are specified in the City of Mountain View's Historic Preservation Ordinance:

> SEC. 36.54.65. - Designation criteria
> A building, structure, site or other improvement may be designated as a historic resource and placed on the Mountain View Register of Historic Resources if the city council finds that it meets one or more of the following criteria:
> a. Is strongly identified with a person who, or an organization which, significantly contributed to the culture, history or development of the City of Mountain View;
> b. Is the site of a significant historic event in the city's past;
> c. Embodies distinctive characteristics significant to the city in terms of a type, period, region or method of construction or representative of the work of a master or possession of high artistic value; or
> d. Has yielded, or may be likely to yield, information important to the city's prehistory or history.
> (Ord. No. 18.13, § 1, 12/10/13.) (City of Mountain View 2022, 2024)

Under local criterion (a), which is similar to NRHP/CRHR Criterion B/2, 843 Castro Street is recommended ineligible, as the property has not been identified in association with any individuals who significantly contributed to the culture, history, or development of Mountain View.

Under local criterion (b), which is similar to NRHP/CRHR Criterion B/2, 843 Castro Street is recommended ineligible, as the property does not appear individually significant within the pattern of post-World War II expansion and residential development in Mountain View.

Under local criterion (c), which is similar to NRHP/CRHR Criterion C/3, 843 Castro Street is recommended ineligible, as the property lacks individual architectural significance and is not representative of the work of design professional considered a master; nor does the property possess high artistic values.

Under local criterion (d), which is similar to NRHP/CRHR Criterion D/4, 843 Castro Street is recommended ineligible as the property is not and never was the principal source of information pertaining to significant events, people, architectural style, or commercial buildings constructed in the mid-1950s.

B12. References (Continued from Page 3):

Ancestry.com

2024 Various occupancy, public, and genealogical records reviewed for subject property. https://www.ancestry.com/ (accessed October 2024).

Avery Index to Architectural Periodicals (Avery Index)

2024 Database search via Los Angeles Public Library, online. https://research-ebsco-com.ezproxy.lapl.org/c/vk7dan/search?defaultdb=bvh (accessed October 2024).

Los Altos-Mountain View News

1965 "Miracle Mile Grand Opening." November 10. On file at Mountain View History Center.

McMillan & McMillan

1929 *Official Map of Santa Clara County, California*. San Francisco, CA: Walkup Map Co. https://ia601708.us.archive.org/27/items/map_santaclaracounty_1929/map_santaclaracounty_1929_panel04.jpg (accessed October 2024).

Mountain View, City of

2022 City of Mountain View Register of Historic Resources. Last updated September 28, 2022. Electronic resource. https://www.mountainview.gov/home/showpublisheddocument/7915/638346084894870000 (accessed September 2024).

2024a Historic Preservation Ordinance. Version: July 26, 2024 (current). Electronic resource. https://library.municode.com/ca/mountain_view/codes/code_of_ordinances?nodeId=PTIITHCO_CH36ZO_ARTXVIZOORAD_DIV15DEPRHIRE (accessed September 2024).

2024b Mountain View Building Division Property file for subject property. Researched October 2024. E-permit history search accessed via https://epermits.mountainview.gov/h.aspx (accessed October 2024).

Mountain View Daily Register

1954 Armed Forces Day advertisement listing business addresses and occupants. May 14. On file at Mountain View Public Library History Center.

Mountain View Register

1950 Nelson's Radio & TV listing at 845 Castro Street. January 24. On file at Mountain View Public Library History Center.

Mountain View Register Leader

1947 Ballentine Realty listed at 853 Castro Street. September 5. On file at Mountain View Public Library History Center.

Mountain View Public Library

1950-55 Bird's-eye View of Castro Street, 1950-1955. Photograph. https://californiarevealed.org/do/34e911ec-f0b9-40a2-b17f-2d3bbc95e01c#page/1 (accessed September 2024).

1970 Aerial photography of Mountain View, California, 1970. https://californiarevealed.org/do/6865ddcf-02e8-413d-a6ea-2de30c55a538#page/1 (accessed September 2024).

1993 Photography of 843 Castro Street, 1993. (accessed October 2024).

2024 Mountain View Historical Newspapers. Database searched in-person at History Center.

National Archives and Records Administration (NARA)

1934 California – Mountain View Through Nacimiento Road – NARA – 23934687.jpg. National Archives and Records Administration, Public domain, via Wikimedia Commons. https://commons.wikimedia.org/wiki/File:California_-_Mountain_View_through_Nacimiento_Road_-_NARA_-_23934687.jpg (accessed October 2024).

Page & Turnbull

2024 *City of Mountain View Historic Context Statement*. Public Review Draft. May 29, 2024. Prepared for City of Mountain View. Accessed online: https://www.mountainview.gov/home/showpublisheddocument/9478/638575818912170000 (accessed October 2024).

ParcelQuest.com

2024 Property data for 750 Fairmount Avenue. https://www.parcelquest.com/ (accessed September 2024).

PSI

2024 Phase I Environmental Site Assessment Multi-Tenant Commercial & Multi-Family Residential Buildings 750 Fairmont Avenue and 843, 845, 871, 873, 881, & 889 Castro Street, Mountain View, California 94041. Including aerial photograph, topographic map, Sanborn map, and city directory data.

R.L. Polk & Co.

1962 *Mountain View (Santa Clara County, Calif.) City Directory*. 1962. Via Ancestry.com. https://www.ancestry.com/imageviewer/collections/2469/images/32701_1020601537_0821-00006?ssrc=&backlabel=Return (accessed September 2024).

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1966 *Mountain View (Santa Clara County, Calif.) City Directory*. 1966. Via Ancestry.com. https://www.ancestry.com/imageviewer/collections/2469/images/32701_1020601537_0821-00006?ssrc=&backlabel=Return (accessed September 2024).

1968 *Mountain View (Santa Clara County, Calif.) City Directory*. 1962. Via Ancestry.com. https://www.ancestry.com/imageviewer/collections/2469/images/32701_1020601537_0821-00006?ssrc=&backlabel=Return (accessed September 2024).

University of California, Santa Barbara Library Special Collections. FrameFinder Aerial Photography database (UCSB).

1948 California Division of Forestry. Flight cdf5, Frame 2-110. https://mil.library.ucsb.edu/ap_indexes/FrameFinder/ (accessed September 2024).

1956 Aero Services Corporation. Flight CIV-1956, Frame 2r-36. https://mil.library.ucsb.edu/ap_indexes/FrameFinder/ (accessed September 2024).

United States Geological Survey (USGS)

1897 *Palo Alto, California Quadrangle*. Accessed via USGS topoView. https://ngmdb.usgs.gov/topoview/viewer/#15/37.3862/-122.0828 (accessed September 2024).

U.S. Modernist

2024 Search of online architectural periodical and magazine database for subject property documentation. https://usmodernist.org/library.htm (accessed October 2024).

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

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code

Other Listings
Review Code | Reviewer | Date

 ***Resource Name or #:** 871 Castro Street

P1. Other Identifier: 873 Castro Street

***P2. Location:** ■ **Unrestricted** ***a. County:** Santa Clara

***b. USGS 7.5' Quad:** *Mountain View, California* **Date:** 2024 **T** 6S; **R** 1W **of Sec** 32**; M.D.B.M.**

c. Address: 871 Castro Street City: Mountain View Zip: 94041

d. UTM: Zone 10S: 581159.83 mE/ 4138151.03 mN e. Other Locational Data: APN 156-06-038

***P3a. Description:**

The property at 871 Castro Street is a 0.07-acre parcel located on the east side of Castro Street, between Yosemite Avenue (north) and Fairmont Avenue (south) in downtown Mountain View (P5a. Photograph 1). The property is bounded by Castro Street to the west, a commercial property at 843 Castro Street to the north, a commercial property at 881 Castro Street to the south, and residences on Hope Street to the east. The property contains a one-story commercial building constructed in 1949. The rear of the parcel is paved ground, including parking directly behind the building and a driveway that parallels Castro Street between Yosemite and Fairmont Avenue. The building's façade is symmetrical and has a concave profile, with two storefronts angled inward toward the center. Each storefront features a large, nearly floor-to-ceiling, rectangular display window with an aluminum frame, set on a Roman brick bulkhead with a short wood sill. Replacement, aluminum glazed entrance doors for each unit are placed near the center of the façade, with a single-lite, wood transom window above. At the time of survey, both commercial units appeared to be addressed as 873 Castro Street and occupied by a single use. The remainder of the façade is clad with Roman brick. The building is capped by a flat roof with a parapet and a short, flat canopy that overhangs the entrance area. The canopy appears to have metal fascia with a shadow line detail, and the soffit beneath is finished with plaster. The rear exterior is finished with stucco and contains a rear entrance with a flush door set behind a wood screen door with painted over glazing (Photograph 2). To the right of the door are two one-over-one wood windows, set behind metal security grilles, and a third window is located further to the right, with a replacement vinyl sash set behind a security grille. The building appears to be in good condition. (Continued on Page 4)

***P3b. Resource Attributes:** HP6. Commercial Property 1-3 stories

***P4. Resources Present:** ■Building

P5a. Photograph 1.

P5b. Description of Photograph: Primary (west) façade, viewed from sidewalk along east side of Castro Street, facing northeast. October 15, 2024

***P6. Date Constructed/Age and Sources:**
■Historic
ca. 1950-1956 (Mountain View Public Library 1950-1955, UCSB 1956)

***P7. Owner and Address:**
Castro GPRV 10 LLC
843 Castro Street, Mountain View, CA 94041

***P8. Recorded by:**
Josh Bevan, AICP, MSHP
Rincon Consultants, Inc.
449 15th Street #303
Oakland, CA 94612

***P9. Date Recorded:**
October 15, 2024

***P10. Survey Type:** Intensive

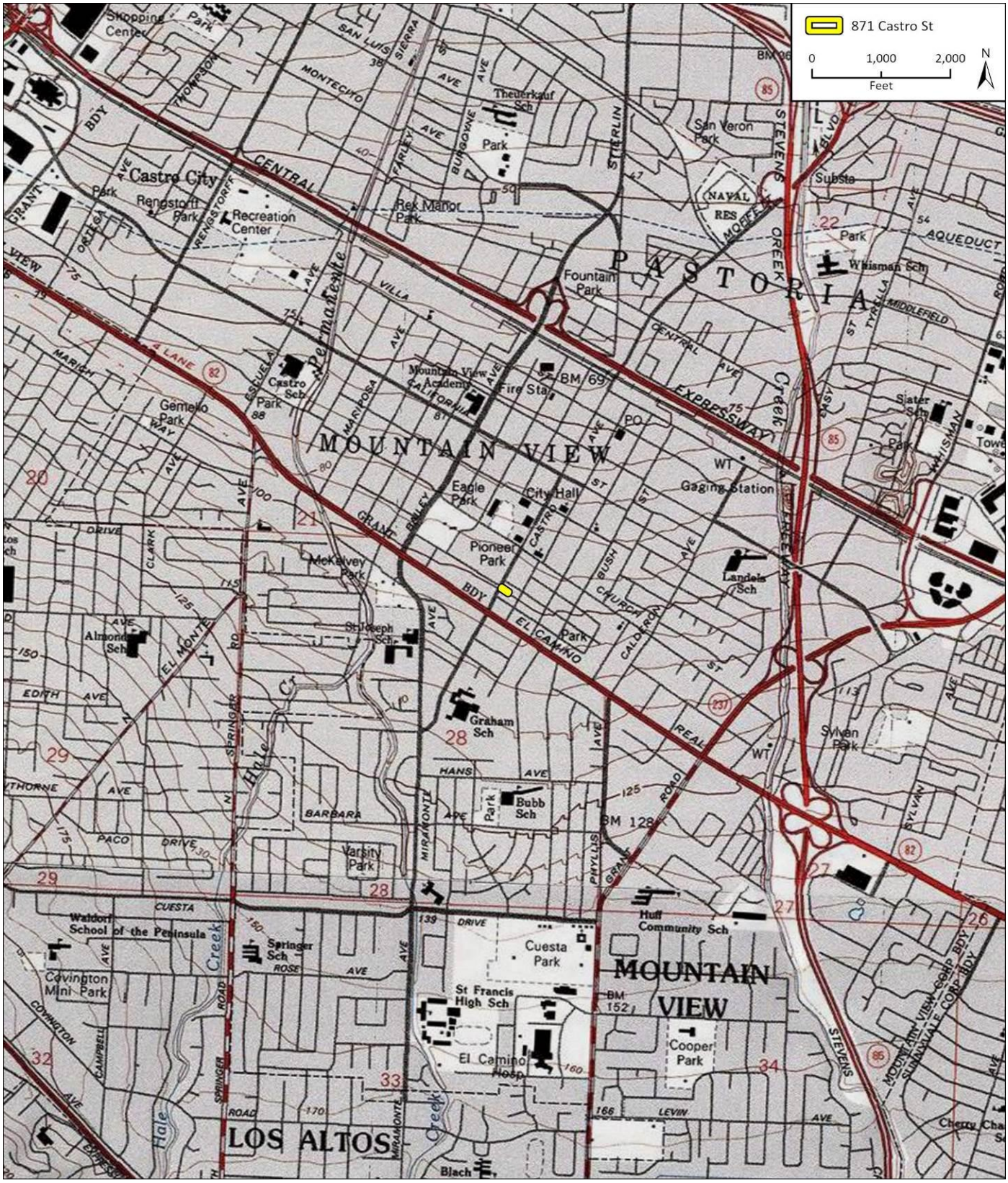
***P11. Report Citation:** Rincon Consultants, Inc. 2024. Historical Resources Evaluation in Support of CEQA Documentation for the Proposed 881 Castro Street Project. Rincon Consultants Project No. 24-16059.

***Attachments:** ■Location Map ■Continuation Sheet ■Building, Structure, and Object Record

State of California — The Resources Agency DEPARTMENT OF PARKS AND RECREATION	Primary # HRI#
LOCATION MAP	Trinomial

 ***Resource Name or #:** 871 Castro Street

***Map Name:** *Mountain View, Calif.* ***Scale:** 1:24,000 ***Date of Map:** 2024



 ***Required information**

B1. Historic Name: Parker's Flowers
B2. Common Name: None
B3. Original Use: Commercial
B4. Present Use: Commercial
***B5. Architectural Style:** Commercial Modern
***B6. Construction History:**
Existing building constructed ca. 1950-1956 (Mountain View Public Library 1950-1955; UCSB 1956)
Refer to Property History section on continuation sheets for additional information.
Alterations based on building records on file at the City of Mountain View Building Division:
Permit 9222 (date illegible), owner Joe Musse and Builder Marshall Shirley, related to electrical work.

***B7. Moved?** ■**No**
***B8. Related Features:** None
B9a. Architect: Unknown b. Builder: Unknown
***B10. Significance: Theme:** Postwar Suburbanization, City Building & Silicon Valley Innovation (1945-1979); Commercial Architecture **Area:** Mountain View **Period of Significance:** 1950-1956 **Property Type:** Commercial **Applicable Criteria:** None

871 Castro Street, which was originally constructed ca. 1950-1956, is recommended ineligible for federal, state, and local designation is recommended ineligible for federal, state, and local designation; it therefore is not considered a historical resource as defined by CEQA Section 15064.5(a).

(Continued on Continuation Sheet)

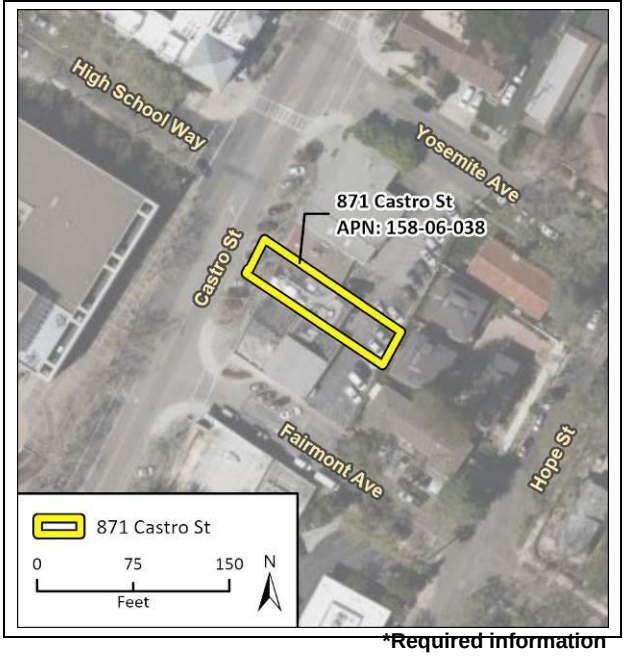
B11. Additional Resource Attributes: None

***B12. References:** See Continuation Sheet

B13. Remarks: None

***B14. Evaluator:** Josh Bevan, MSHP, AICP – Rincon Consultants

***Date of Evaluation:** November 20, 2024



(This space reserved for official comments.)

P5a. Photograph (Continued from Page 1):

Photograph 2. Rear (east) exterior, viewed from alley behind building, facing southwest.

B10. Significance (Continued from Page 3):

The following discussion focuses on the immediate years leading up to and during the period when the existing building on the property was built ca. 1950-1956 The City of Mountain View's draft *Historic Context Statement* (*HCS*) (Page & Turnbull 2024) identifies the period the subject building was constructed within as Postwar Suburbanization, City Building & Silicon Valley Innovation (1945-1979). The following context is excerpted from the *HCS*:

> While prior to World War II, commercial activities in Mountain View were primarily concentrated in Old Mountain View and along Castro Street, during the post-World War II period, retail and commercial development expanded beyond the downtown core. During this period, the last remaining commercial buildings in Old Mountain View were demolished, including the Beverly Home and Enterprise Hall. Castro Street remained an active commercial shopping destination in the 1950s and early 1960s, and many of the older commercial buildings were modernized with new storefront facades. However, new suburban shopping malls and shopping centers were built throughout the city, and automobile-oriented businesses sprouted up along El Camino Real. In addition to the shopping mall, many new postwar commercial typologies emerged, including drive-in movie theaters and restaurants, and others evolved to better cater to an increasingly automobile centric populous.
>
> During the postwar period, many of the existing businesses along Castro Street modernized their storefronts with new cladding and large blade signs to attract the attention of drivers-by. These renovations were inspired both by a desire to stay relevant in the changing retail environment, and by a City-initiated "rehabilitation program" and safety inspections in the 1960s that could result in the condemnation of a building if it was found to be beyond repair. The train depot at the north end of Castro Street was demolished in 1959, and the Chamber of Commerce advocated for demolition of buildings for more parking downtown. Buildings along Hope and Bryant streets in particular were demolished for surface parking behind the main blocks of Castro Street.
>
> New commercial buildings just of off Castro Street, on intersecting streets, were also constructed in the 1950s and early 1960s, generally exhibiting the Midcentury Modern style with flat canopies, Roman brick bulkheads, and angled storefront entrances. Other businesses opening along Castro Street included drug stores, a Greyhound bus ticket office, new restaurants, and clothing stores. The Mountain View Theater (originally opened in 1926), underwent an extensive interior and exterior remodeling in 1962 and eventually closed in 1986, and has subsequently been used by various nightclubs and restaurants.

To serve the rapidly growing community, many of whom also needed loans to start new businesses or buy a house, a number of new banking institutions opened along or near Castro Street. Among these were the Mountain View Home Savings & Loan Association, in a Midcentury Modern building at 501 Castro Street (now Bank of the West) built in 1959 by notable local architect Hollis Logue, Jr. Later, the Home Savings & Loan Association, in a New Formalist building at 749 West El Camino Real (now Chase Bank) built in 1977 by renowned designer Millard Sheets and his collaborative design studio, featured integrated artwork including an mosaic with motifs related to local history.

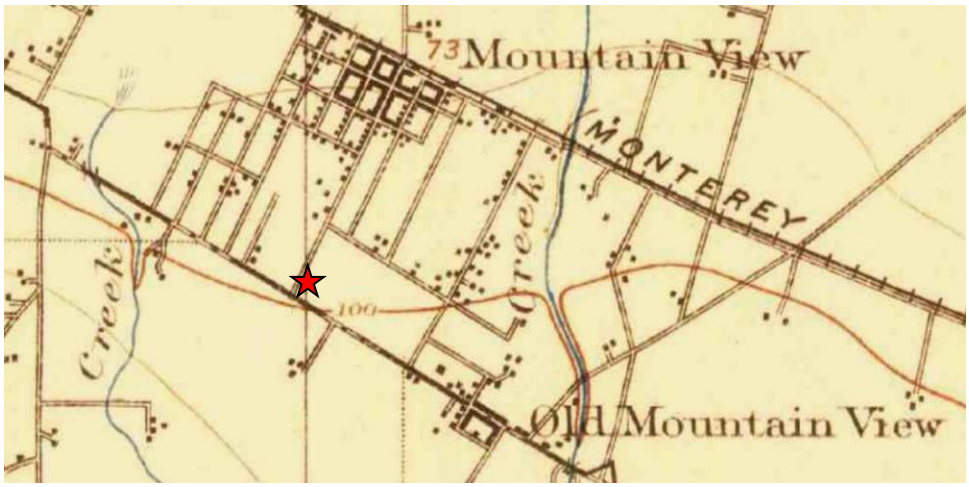
In 1962, the City spent some $850,000 on improvements to Castro Street, including widening the street and installing new streetlights and traffic signals. By the late 1960s, however, the shopping malls, with their concentration of department stores and other amenities like climate-controlled interiors and convenient parking, drew many shoppers away from downtown and Castro Street. Although what remained of the historic Chinatown in Mountain View was effectively demolished in a fire in 1946, the 1960s and 1970s comprised a new era for Asian businesses downtown, especially Chinese and Vietnamese businesses. While referred to as "Chinatown," the microneighborhood around Villa and View streets was also home to a number of Japanese businesses. In the 1970s, many Asian business owners, particularly of Chinese and Vietnamese descent, took advantage of the lower rents along Castro Street, opening new retail stores and restaurants, keeping some life along Castro Street, while many businesses were moving out to suburban shopping centers. An early example of this trend was Andy's Chinese Restaurant (374 Castro Street), opened in 1962. In contrast to the very long-standing Chinese community, the Vietnamese community grew quickly starting only in the mid-1970s, following the fall of Saigon and American evacuation of Vietnamese refugees; Santa Clara County now has the second largest Vietnamese population outside of Vietnam.

El Camino Real became a new kind of main street for Mountain View in the postwar period as it catered to new automobile-oriented businesses. By 1940, Ugo Mancini, whose family had opened an auto service station in the 1920s, had expanded the business to become Mancini Motors at the intersection of El Camino Real and Castro Street, marking the beginning of this trend; the complex of Art Deco and Quonset hut buildings, which served as a Plymouth and DeSoto dealership, was later demolished in the late 1970s. Other gas stations and service stations soon followed nearby and began to stretch out along El Camino Real. Lozano Car Wash, one of several Googie style carwashes built in the San Francisco Bay Area, was constructed at 2690 West El Camino Real in Mountain View with a cable-suspended roof from dramatically angled metal bracing. It remains extant. New businesses included drive-in restaurants such as Spivey's, Linda's, Lane's, A&W, and Bob's Big Boy, all designed in the Midcentury Modern or Googie styles (all since demolished). In addition, Monte Vista Drive-In Theater opened 1950 at Grant Road and El Camino Real. It closed in 1950 and was subsequently redeveloped. While most properties developed along El Camino Real in the postwar period embodied some type of Modernist architectural style, a few commercial properties deviated from this norm by using neo-revival or vernacular styles. (Page & Turnbull 2024, 205-207)

Property History

Review of an online Sanborn map database and a previously prepared Phase I Environmental Site Assessment covering this property indicates that it was not within the area of coverage of historic Sanborn maps (PSI 2024). Historical topographic maps, aerial photographs, newspapers, and building records on file with the Mountain View Building Division were reviewed to understand the property's historical development. During the late nineteenth century, the land within present-day 843 Castro Street was located to the south of the downtown core of Mountain View, which remained concentrated toward Evelyn Avenue and centered on Castro Street, closer to the alignment of the Southern Pacific Railroad's Mountain View station. Present-day El Camino Real was not identified on the map, but the San Francisco-San Jose Road ran a similar alignment to the south of Mountain View, passing through Old Mountain View, where the community had begun prior to the Southern Pacific's completion, to the southeast (USGS 1897, Figure 1). The subject site, located north of El Camino Real and near the southern end of Castro Street, did not appear to contain any development and was roughly equidistant from Permanente Creek to the west and Stevens Creek to the east, both of which ran roughly north-south and outside of the historic downtown area.

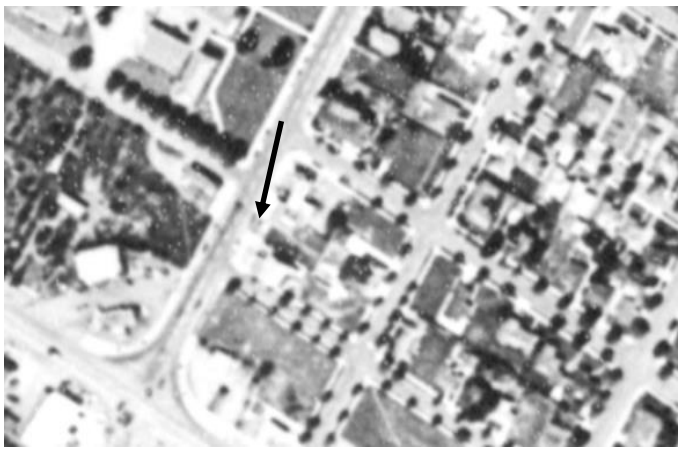
Figure 1. Approximate location of subject site, overlayed on the 1897 *Palo Alto Quadrangle* map (USGS 1897)



During the early 1900s, development gradually progressed southward in the blocks to the east and west of Castro Street; however, the subject site remained unmapped on Sanborn maps of Mountain View. By 1929, the subject site was located in an area labeled as Nelson Manor, a grid subdivision, according to a map of Santa Clara County (McMillan & McMillan 1929); however, the land within the subject property and its immediate neighboring parcels remained undeveloped as of 1934 (NARA 1934, Figure 2). Santa Clara County Assessor data lists a date of 1949 for construction of the subject building; however, this date appears to be inaccurate, as the site containing the subject building appears to have been vacant on available aerial photographs taken between 1948 and ca. 1950-1955 (UCSB 1948, Figure 3). The business Romero's Flower Shop was listed at the address 871 Castro Street as in 1949; however, the address appears to have been associated with the building located further to the south (present day 881 Castro Street), which was present by 1949, and was expanded by the mid-1950s (*Mountain View Register Leader* 1949).

Figure 2. Aerial view of subject property (approximate current boundary shown with white dashed line), 1934 (NARA 1934)

Figure 3. Aerial view over site of subject property (identified with black arrow), 1948 (UCSB 1948)



The subject building was constructed ca. 1950-1956, based on historical aerial photographs, and appears to have taken on the addresses 871 and 873 Castro Street, while the neighboring building became 881 and 889 Castro Street. A birds-eye view from 1950-1955 showed the subject site as vacant and located between buildings that stood at present-day 843 Castro Street and 881 Castro Street by that year (Mountain View Public Library 1950-1955, Figure 4). The existing alley behind the subject building was not present; rather, the rear areas of the individual properties within the block were divided with fences. A partial view of the building appeared in a 1965 photograph, which captured a sign for Parker's Flowers above the façade (*Los Altos News-Mountain View News* 1965, Figure 5).

Figure 4. Birds-eye aerial view of subject property, which appeared to be a vacant lot (identified with white arrow), ca. 1950-1955 (Mountain View Public Library 1950-1955).

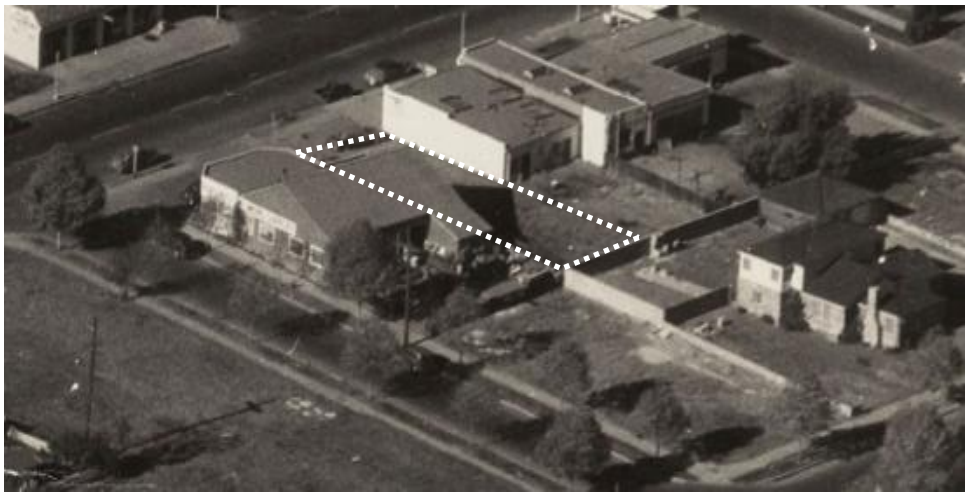
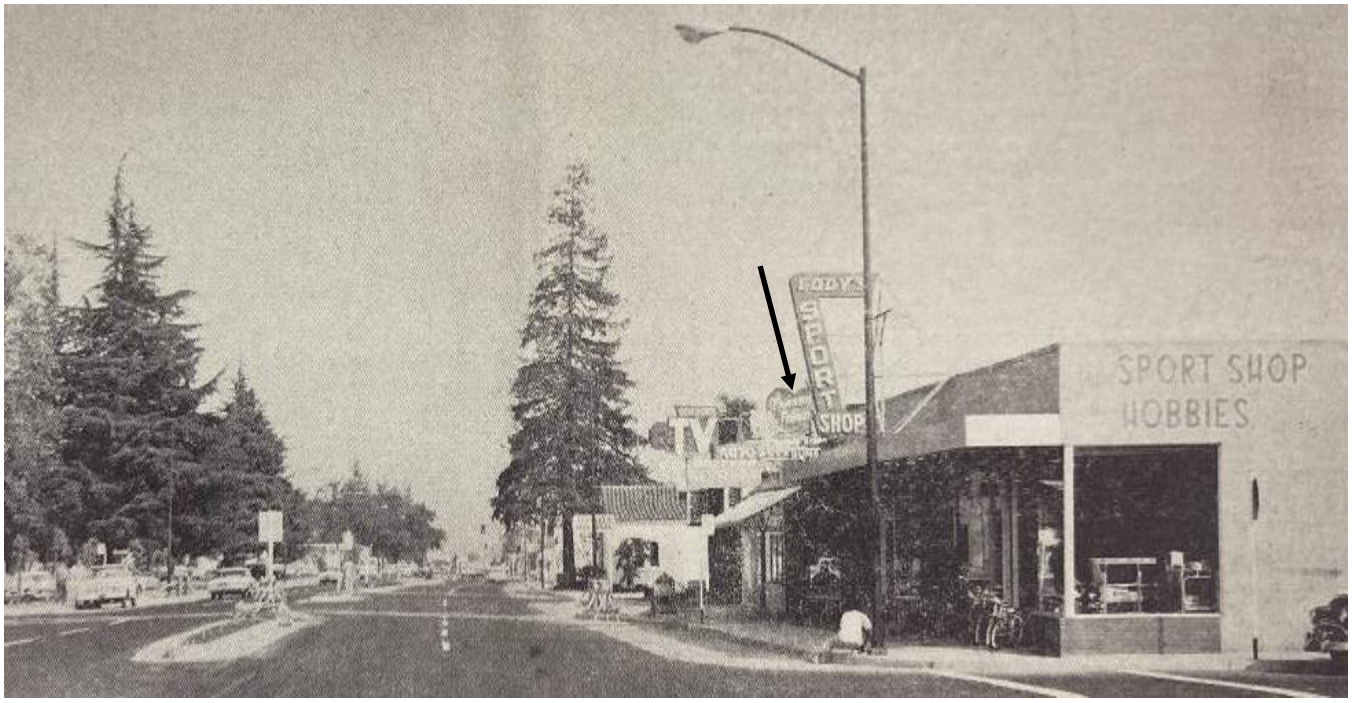


Figure 5. View of Castro Street, with subject building at middle-left, 1965 (*Los Altos News-Mountain View News* 1965)



Similar conditions persisted as of 1970. The subject building was shown with its existing footprint, flat roof, and without its existing roof tiles in an aerial photograph (Mountain View Public Library 1970, Figure 6). Building permit records indicate that between 1985 and 1995, owner Fred McKell completed a remodeling of the building's primary façade. This remodeling work appears to have been completed ca. 1993, based on a photograph below, as the 1995 permit was applied for to "finalize" changes to the front of the building (Mountain View Public Library 1993, Figure 7).

Figure 6. Aerial view of subject property (identified with white arrow), 1970 (Mountain View Public Library 1970)

Figure 7. Photograph showing subject building (identified with black arrow) in 1993 (Mountain View Public Library 1993)

Available historical occupancy data for the property between 1956 and the 2010s was sourced from available Mountain View city directories (R.L. Polk & Co. 1962, 1964, 1966, 1968), and a previously prepared Environment Site Assessment of the property (PSI 2024), The earliest occupants identified are AAA California State Association and Parker's Flowers. Parker's Flowers was the sole occupant of the building through ca. 1991, while occupants in the more recent past included restaurants, based upon the available data, as listed and referenced in the table below.

Historical Occupancy of 871 Castro Street (historically encompassed addresses 871 and 873 Castro Street)

Year	Occupants (Owner in bold if listed)	Business Type/Occupation
1956 (PSI 2024)	871 AAA California State Association 873 Parker's Flowers	Automobile related Flower shop
1962 (PSI 2024, (R.L. Polk & Co.)	871-873 Parker's Flowers	Flower shop
1964 (R.L. Polk & Co.)	871-873 Parker's Flowers	Flower shop
1966 (R.L. Polk & Co.)	873 Parker's Flowers	Flower shop
1968 (R.L. Polk & Co.)	873 Parker's Flowers	Flower shop
1971-1991 (PSI 2024)	873 Parker's Flowers	Flower shop
2001-2012 (PSI 2024)	873 Rene Rose Philippine Cuisine (2001-2003) Asia Spice Café (2008), Morocco's Restaurant (2012)	Restaurants

Parker's Flowers

The flower shop, Parker's Flowers was listed as the occupant of the subject building in available city and business directories between 1956, when it shared the building with AAA, through 1991 (R.L. Polk and Co. 1962, 1964, 1966, 1968, PSI 2024). Research of historical newspapers identified Orville W. Parker (1923-1985) as the shop's proprietor (*Peninsula Times Tribune* 1971). Parker was born in Mangum, Oklahoma in 1923 and resided in Fresno, California with parents and siblings by 1940 (Ancestry.com 2024). Orville enlisted in the Army and served during World War II from 1943 to 1946 (Ancestry.com 2024). By 1950 he resided in Healdsburg, California, with his wife Letha and daughter Sharon Mae. Orville was the only person identified in association with the business, based on available information on Parker's Flowers. Based on an advertisement published in 1968, and a newspaper article in 1971, Parker's Flowers provided flowers for hospital arrangements, potted plants, ceramic and brass gifts, and was a franchised dealer of Mission Pak fruit and candy gifts (R.L. Polk & Co. 1968). Orville's services also included consultation on terrariums (*Peninsula Times Tribune* 1971). Orville appears to have continued to lead the business until his death in 1985. Available occupancy records indicate Parker's Flowers was last listed at 873 Castro Street in 1991, nearly four decades after it began its association with the subject building in ca. 1956.

Commercial Modern Architecture

The draft *HCS* provides the following context and character-defining features of commercial buildings designed in Modern architectural styles:

> Commercial Modern is the expression of the Modern Movement in commercial architecture in the postwar period, including in commercial retail buildings, offices, corporate campuses, and technology laboratory and manufacturing facilities. Like the Midcentury Modern style, the Commercial Style has geometric massing with simple lines, often with expressed structural systems, and eschews most historical forms of architectural ornamentation. Some automobile-oriented postwar businesses such as drive-in restaurants and carwashes were designed in the Googie style, a subtype of Commercial Modern architecture, which expressed the values of the atomic/space/jet age with dramatic rooflines and signate. Another Commercial Modern subtype is the Quonset hut, which is a prefabricated corrugated metal semi-cylindrical building which was often military surplus. As are certain property types that were often designed in Modernist styles, including drive-in restaurants, bowling alleys, theaters, shopping malls/centers, motels, gas stations, and car washes. Office and technology sector buildings that fully express the Commercial Modern style are increasingly rare; many extant technology-sector office, research, and manufacturing facilities are simple boxy concrete buildings that are not a full expression of the Modernist style. (Page & Turnbull 2024)
>
> Period of Significance: 1940s-early 1960s
>
> Associated property types: Retail stores; mixed use buildings; shopping malls/centers; motels; restaurants; auto-oriented businesses, such as gas stations, service centers, car washes, drive-in restaurants, drive-in theaters, etc.; banks; signs; offices; research and development laboratories; and manufacturing facilities.
>
> Common Character-Defining Features of the Commercial Modern style:
> - One- to two-story massing (one story is most common)
> - Wood, steel, or concrete construction where the structural system may be expressed outwardly
> - Flat roofs are typical, but other roof forms may include butterfly, low-pitch shed, barrel vault, or low-pitch gable
> - Roofs may include projecting canopies (flat, folded plate, or barrel vault)
> - Cladding materials range from exposed concrete or concrete masonry unit (CMU) to stucco, wood, or brick
> - Roman (narrow horizontal) brick bulkheads are common
> - Massing is typically highly geometric and simplified
> - Large expanses of glazing are typical
> - Inward angled storefront entrances are common
> - Absence of applied ornamentation
> - Brise-soleils, screens, or other sunshades may be included
> - Googie style buildings often include dramatic roof forms, structural systems, and/or signage. (Page & Turnbull 2024, 205-207)

The building at 843 Castro Street is one-story, appears to have a wood and concrete block structure, is capped by a flat roof with a parapet and canopy. The building is clad with stucco and Roman brick and has an inward angled storefront. The building does not feature a dramatic roof form, exposed structural elements, or large expanses of glass that typically represent a Googie variation of Commercial Modern architecture. No information was found relating to the design and construction professionals associated with the building's original design in available city and online repositories (Avery Index 2024; Mountain View, City of 2024c; Mountain View Public Library 2024, USModernist 2024, Newspapers.com 2024).

Evaluation

The property at 871 Castro Street is recommended ineligible for listing in the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR) and under the criteria for listing in the City of Mountain Register of Historic Resources, due to a lack of historical and architectural significance.

NRHP and CRHR

The property at 871 Castro Street is recommended ineligible under Criterion A/1. Constructed ca. 1950-1956, the commercial building on the property was built with the first decade of post-World War II period, as Mountain View population grew and Castro Street witnessed increased commercial development, between 1945 and the late 1970s, including new construction and remodeling of many preexisting buildings. Research did not find evidence that this property was individually significant to the pattern of post-war commercial development in Mountain View, commercial history, or for being the location of any events with significance to the city, California, or the nation. Although part of a trend of commercial development and one of several buildings constructed along Castro Street during immediate post-war years, 871 Castro Street has not been demonstrated to have initiated, informed, or otherwise influenced commercial development, or commerce in general, in Mountain View, California, or the nation. No events of historic importance are known to have occurred at this property. Therefore, 871 Castro Street is recommended ineligible for listing in the NRHP/CRHR under Criterion A/1.

Research conducted for this evaluation did not find evidence that suggests any individuals historically associated with this property have made significant historical contributions. Review of available occupancy data, historical newspapers, and archival research found that Orville W. Parker, owner of Parker's Flowers is the individual with longest association with the property as a former occupant. During his lifetime, the business was located within the building between ca. 1956 and 1985, and appears to have ceased occupancy ca. 1991. Although Mr. Parker was an occupant for roughly three decades, no evidence was found that suggests his contributions to local commerce and history were demonstrably significant. Additionally known historical occupants of the building were associated with the property for relatively short durations and no information was found that suggests any additional persons associated with the building made significant contributions to history. Therefore, 871 Castro Street is recommended ineligible for listing in the NRHP/CRHR under Criterion B/2.

843 Castro Street does not appear to be individually significant as a property that embodies the distinctive characteristics of a type, period, method of construction, for possessing high art values, or for representing an important work of a master. The subject building was constructed ca. 1950-1956 by an unknown builder or contractor, and little information is available regarding the building's original design beyond aerial photograph and a historic photograph that provides a limited view of the building. No information was found relating to the design and construction professionals associated with the building's original design in available city and online repositories. Therefore, the building is not identified as the work of a master. The building does not appear to have been subject to extensive alteration, such that the existing features of the building, excepting replacement doors and a replacement window at the rear façade, likely represent features that date to the building's origination. In consideration of the character-defining features of Commercial Modern architecture identified above, the subject building exhibits common features of mid-twentieth century Commercial Modern buildings constructed in Mountain View and generally in downtown areas in the region ca. 1945 to the late 1970s. The building's footprint, height, parapet and canopy, inward angled storefronts with brick bulkheads and large display windows, and Roman brick are Commercial Modern features. However, these features and the building's overall form do not appear to be individually distinctive such that the building rises to a level of individual significance. The building does not express the aesthetic ideal of a style or art form and, therefore, is not significant for possessing high art values. Therefore, 871 Castro Street is recommended ineligible for listing in the NRHP/CRHR under Criterion C/3.

Finally, the built environment of the subject property is not likely to yield valuable information which will contribute to our understanding of human history because the property is not and never was the principal source of information pertaining to significant events, people, architectural style, or industrial-commercial buildings constructed in the mid-twentieth century. Therefore, the property is recommended ineligible for listing under NRHP/CRHR Criterion D/4.

Mountain View Register of Historic Resources

Criteria for the designation of buildings, structures, sites, or other improvements to the Mountain View Register of Historic Resources are specified in the City of Mountain View's Historic Preservation Ordinance:

> SEC. 36.54.65. - Designation criteria
> A building, structure, site or other improvement may be designated as a historic resource and placed on the Mountain View Register of Historic Resources if the city council finds that it meets one or more of the following criteria:
> a. Is strongly identified with a person who, or an organization which, significantly contributed to the culture, history or development of the City of Mountain View;
> b. Is the site of a significant historic event in the city's past;
> c. Embodies distinctive characteristics significant to the city in terms of a type, period, region or method of construction or representative of the work of a master or possession of high artistic value; or
> d. Has yielded, or may be likely to yield, information important to the city's prehistory or history.
> (Ord. No. 18.13, § 1, 12/10/13.) (City of Mountain View 2022, 2024)

Under local criterion (a), which is similar to NRHP/CRHR Criterion B/2, 871 Castro Street is recommended ineligible, as the property has not been identified in association with any individuals who significantly contributed to the culture, history, or development of Mountain View.

Under local criterion (b), which is similar to NRHP/CRHR Criterion B/2, 871 Castro Street is recommended ineligible, as the property does not appear individually significant within the pattern of post-World War II expansion and residential development in Mountain View.

Under local criterion (c), which is similar to NRHP/CRHR Criterion C/3, 871 Castro Street is recommended ineligible, as the property lacks individual architectural significance and is not representative of the work of design professional considered a master; nor does the property possess high artistic values.

Under local criterion (d), which is similar to NRHP/CRHR Criterion D/4, 871 Castro Street is recommended ineligible as the property is not and never was the principal source of information pertaining to significant events, people, architectural style, or commercial buildings constructed in the mid-1950s.

B12. References (Continued from Page 3):

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1970 Aerial photography of Mountain View, California, 1970. Contributed by Mountain View Public Library. https://californiarevealed.org/do/6865ddcf-02e8-413d-a6ea-2de30c55a538#page/1 (accessed September 2024).

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National Records and Archives Administration

1934 California – Mountain View Through Nacimiento Road – NARA – 23934687.jpg. National Archives and Records Administration, Public domain, via Wikimedia Commons. https://commons.wikimedia.org/wiki/File:California_-_Mountain_View_through_Nacimiento_Road_-_NARA_-_23934687.jpg (accessed October 2024).

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Page & Turnbull

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PSI

2024 *Phase I Environmental Site Assessment Multi-Tenant Commercial & Multi-Family Residential Buildings 750 Fairmont Avenue and 843, 845, 871, 873, 881, & 889 Castro Street, Mountain View, California 94041*. Including aerial photograph, topographic map, Sanborn map, and city directory data.

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

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code

Other Listings
Review Code | Reviewer | Date

***Resource Name or #:** 881-889 Castro Street

P1. Other Identifier: None

***P2. Location:** ■ **Unrestricted** ***a. County:** Santa Clara

***b. USGS 7.5' Quad:** *Mountain View, California* **Date:** 2024 **T** 6S; **R** 1W **of Sec** 32**; M.D.B.M.**

c. Address: 881 Castro Street City: Mountain View Zip: 94041

d. UTM: Zone 10S: 581153.05 mE/ 4138139.57 mN e. Other Locational Data: APN 158-06-037

***P3a. Description:**

The property at 881 Castro Street is a 0.13-acre parcel located at the northeast corner of Castro Street and Fairmont Avenue in downtown Mountain View (P5a. Photograph 1). The property is bounded by Castro Street to the west, a commercial property at 871 Castro Street to the north, Fairmont Avenue to the south, and residences on Hope Street to the east. The property contains a one-story commercial building constructed ca. 1934-1939 and expanded ca. 1950-1956. The rear of the parcel is paved ground, with surface parking located along the rear (east) property line. The building and parking area are separate by a driveway that parallels Castro Street between Yosemite and Fairmont avenues. The building is nearly rectangular in plan, with its front property line and set parallel to Castro Street. The foundation appears to be concrete, and the building features a front section capped with a flat parapeted roof and rear side-gabled section. The façade features two storefronts, one for the unit addressed 881 Castro Street at the north and one for 889 Castro Street at the south. The north storefront is recessed and angled into the building footprint, with an aluminum-frame window set above a Roman brick-clad bulkhead (Photograph 2). The entrance contains a replacement aluminum glazed door set beneath a glazed transom. To the south, a wall panel clad with Roman brick separates the two storefronts, just left (north) of center of the façade. The south storefront has a short, angled bulkhead to the left of an entrance that consists of a glazed aluminum door set within an aluminum storefront (Photograph 3). The entrance door and its storefront section appear to be replacements. To the right of the entrance, the storefront has a shallower angle, with a low bulkhead of Roman brick supporting a wood-framed storefront window that wraps around the southwest corner of the building. Thus, across the two storefronts, this building has three different window framing systems. The storefronts are set below a flat canopy that spans across the primary façade at the first story ceiling line. The canopy's fascia appears to be painted metal, with horizontal grooves (sometimes referred to as speed stripes). The soffit is finished with plaster and has rectangular recessed lights as well as soffit-mounted signage. Additional signage is placed on the parapet above the canopy. (Continued on Page 4)

***P3b. Resource Attributes:** HP6. Commercial Property 1-3 stories

***P4. Resources Present:** ■Building

P5a. Photograph 1

P5b. Description of Photograph 1: 881 Castro Street, view from Castro Street facing northeast. October 15, 2024

***P6. Date Constructed/Age and Sources:** ■Historic
Original construction :ca.1934-1939 (NARA 1934; UCSB 1939)
Expansion ca. 1950-1956 (Mountain View Public Library 1950-1955, UCSB 1956)

***P7. Owner and Address:**
Castro GPRV 10 LLC
843 Castro Street, Mountain View, CA 94041

***P8. Recorded by:**
Josh Bevan, AICP, MSHP
Rincon Consultants, Inc.
449 15th Street #303
Oakland, CA 94612

***P9. Date Recorded:**
October 15, 2024

***P10. Survey Type:** Intensive

***P11. Report Citation:** Rincon Consultants, Inc. 2024. Historical Resources Evaluation in Support of CEQA Documentation for the Proposed 881 Castro Street Project. Rincon Consultants Project No. 24-16059.

***Attachments:** ■Location Map ■Continuation Sheet ■Building, Structure, and Object Record

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

LOCATION MAP

Primary #
HRI#
Trinomial

Page 2 **of** 15 ***Resource Name or #:** 881 Castro Street

***Map Name:** *Mountain View, Calif.* ***Scale:** 1:24,000 ***Date of Map:** 2024

B1. Historic Name: Eddy's Sport Shop (1950-2000)
B2. Common Name: None
B3. Original Use: Commercial Retail
B4. Present Use: Commercial/Medical Office
***B5. Architectural Style:** Commercial Modern
***B6. Construction History:**
Originally constructed ca. 1934-1939 (National Archives and Records Administration [NARA]1934), UCSB 1939) and altered ca. 1950-1956 (History Center 1950-1955, UCSB 1956). Current Assessor year-built data, 1955, falls within this period of alteration (ParcelQuest.com 2024).
No original building permit or plans are on file with City of Mountain View Building Division (Mountain View, City of 2024b).
Alterations based on building records on file at the City of Mountain View Building Division:
1975: Permit #13333, New sign for National Auto Supply
1991: Permit # 91000730. Repair brick veneer due to car damage
Observed alterations:
Removal of two windows on south façade; removal of original rear wing by 1956
Storefront window system replacement from wood to aluminum and contemporary metal framing

Refer to Property History section on continuation sheets for additional information.

***B7. Moved?** ■**No**
***B8. Related Features:** None
B9a. Architect: Unknown b. Builder: Unknown
***B10. Significance: Theme:** Early Twentieth-Century Development, Immigration & Multiculturalism (1910-1944) and Postwar Suburbanization, City Building & Silicon Valley Innovation (1945-1979); Commercial Architecture
Area: Mountain View **Period of Significance:** ca. 1934-1939, ca. 1950-1956 **Property Type:** Commercial **Applicable Criteria:** None

881 Castro Street, which was originally constructed ca. 1934-1939 and altered between 1950 and 1956, is recommended ineligible for federal, state, and local designation is recommended ineligible for federal, state, and local designation; it therefore is not considered a historical resource as defined by CEQA Section 15064.5(a).

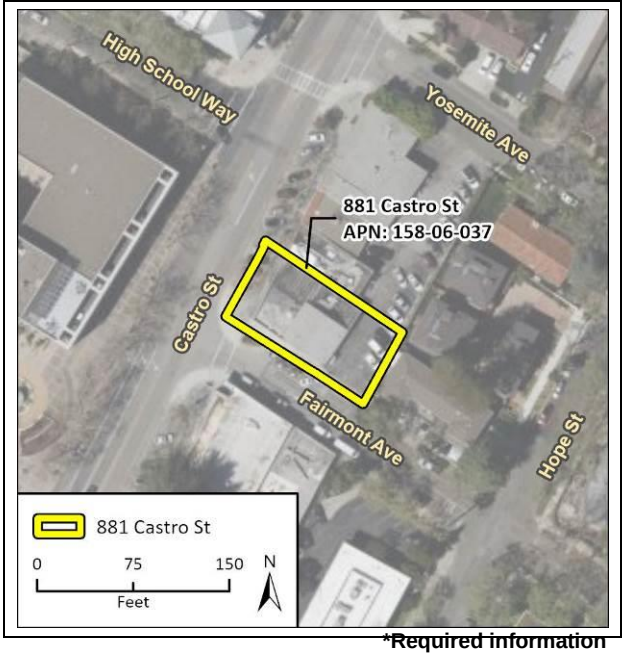
(Continued on Continuation Sheet)

B11. Additional Resource Attributes: None

***B12. References:** See Continuation Sheet

B13. Remarks: None
***B14. Evaluator:** Josh Bevan, MSHP, AICP – Rincon Consultants

***Date of Evaluation:** November 20, 2024



(This space reserved for official comments.)

Description (Continued from Page 1):

Photograph 2. North storefront (881 address), facing east.

Photograph 3. South storefront (889 address), facing south.

The south exterior, oriented to Fairmont Avenue, is finished with stucco and features two fixed, single-lite wood windows located in the rear (gabled) portion of the building (Photograph 4). Two louvered gable vents are visible above the windows. The rear exterior is also finished with stucco and has two similar single-lite horizontal windows, as well as a smaller vinyl-sash window at center, and another single-lite horizontal window near the north end. A rear entrance with a flush wood door and metal outer screen door with scrolled iron detailing is located at the north end (Photograph 5). The north exterior is mostly obscured from view by the abutting building at 871 Castro Street; only a short section near the northwest corner is visible and it consists of painted concrete masonry units (CMU). The building appears to be in good condition.

Photograph 4. South exterior, viewed from Castro Street and Fairmont Avenue, facing north.

Photograph 5. Rear exterior, viewed from alley, facing west.

B10. Significance (Continued from Page 3):

The following discussion focuses on the immediate years leading up to and during the period when the existing building on the property was built, ca. 1934-1939, and expanded during post-World War II years ca. 1950-1956. The City of Mountain View's draft *Historic Context Statement* (*HCS*) (Page & Turnbull 2024) identifies the periods the subject building was constructed within as "Early Twentieth-Century Development, Immigration & Multiculturalism (1910-1944)" and "Postwar Suburbanization, City Building & Silicon Valley Innovation (1945-1979)". The following context is excerpted from the draft *HCS* and focuses on themes of commercial development that are examined in the *HCS*:

The early decades of the twentieth century were initially marked by repair and rebuilding following the 1906 earthquake as well as infill and expansion as a newly incorporated city. In 1910, Mountain View's population was almost 1,200 residents and Castro Street offered a wider variety of goods and services. Women were becoming increasingly involved in local political decisions through the woman's club and municipal boards. (Page & Turnbull 2024, 74) […]

The 1910s and 1920s were a boom era for commercial activity along Castro Street and the Mountain View Chamber of Commerce established in 1922. This business district now stretched several blocks south from the train station. Buildings along Castro Street housed various stores and offices, city hall, a high school, pool halls, liquor stores, drug stores, banks, a theater, and a hotel, predominately owned by Euro-American businessman. Increasingly more businesses were oriented to auto-related goods and services and construction needs, such as paints, hardware, and plumbing supplies.

Progressively more businesses were established by immigrants, particularly Japanese, including a nursery, a florist, a tea and rice shop, a few billiard parlors, and laundries. Commercial buildings of this period were usually of one- or two-story, wood-framed construction, often following the Mission style to varying degrees. Stucco was the most common exterior cladding, though some commercial buildings were faced with brick or stone. Evidence of Mountain View's growing prosperity can be found in the several less practical businesses that began to operate on Castro Street, such as movie theaters, a jeweler, a confectionary shop, a stationary shop, and a musical instruments shop. (Page & Turnbull 2024, 80-81) […]

The Great Depression halted most new construction in downtown and building owners settled for less expensive improvements during these years, as evidenced by the profusion of neon signs topping Castro Street businesses. Since many downtown businesses did not survive the Depression, the previous trend of local ownership gave way to one of chain stores in the 1940s in a variety of industries, from grocers to hardware.

Spangler Mortuary was established in 1934 at 895 Castro Street by Martin and Mary Spangler. At the time of construction, this southern section of Castro Street was relatively vacant and illustrates the commercial growth and diversity of businesses operating in Mountain View during this period. (Page & Turnbull 2024, 83-85) […]

The Great Depression (1929 to 1939) took longer to affect California compared to other parts of the United States, since its economy was not reliant on heavy manufacturing and the Santa Clara Valley alone produced 30 percent of American canned fruit by 1925. Thousands of displaced farm workers from the Dust Bowl region of the American Midwest drove westward to California with the hope of finding work in the state's vast fields and orchards. However, demand for fresh and canned fruit declined, which led to plummeting prices for the goods and lowering laborer wages. As Santa Clara Valley farmers found it increasingly difficult to turn a profit, many farms were foreclosed and those located within the planned area of the proposed Sunnyvale Naval Air Station (later renamed Moffett Airfield) were particularly targeted. The air station, constructed in the vicinity of Mountain View, was completed in 1933. The station and its huge hangar for the *USS Macon* dirigible brought much-needed jobs to the area. Along with the Ames Research Center, established in 1939, Sunnyvale Naval Air Station initiated Mountain View's transition from an agricultural economy to one of aeronautics, national defense, and technology. New inventions resulting from research performed at Stanford University, such as electronics and television transmission, sparked new industries in the Mountain View vicinity. (Page & Turnbull, 74) […]

While prior to World War II, commercial activities in Mountain View were primarily concentrated in Old Mountain View and along Castro Street, during the post-World War II period, retail and commercial development expanded beyond the downtown core. During this period, the last remaining commercial buildings in Old Mountain View were demolished, including the Beverly Home and Enterprise Hall. Castro Street remained an active commercial shopping destination in the 1950s and early 1960s, and many of the older commercial buildings were modernized with new storefront facades. However, new suburban

shopping malls and shopping centers were built throughout the city, and automobile-oriented businesses sprouted up along El Camino Real. In addition to the shopping mall, many new postwar commercial typologies emerged, including drive-in movie theaters and restaurants, and others evolved to better cater to an increasingly automobile centric populous.

During the postwar period, many of the existing businesses along Castro Street modernized their storefronts with new cladding and large blade signs to attract the attention of drivers-by. These renovations were inspired both by a desire to stay relevant in the changing retail environment, and by a City-initiated "rehabilitation program" and safety inspections in the 1960s that could result in the condemnation of a building if it was found to be beyond repair. The train depot at the north end of Castro Street was demolished in 1959, and the Chamber of Commerce advocated for demolition of buildings for more parking downtown. Buildings along Hope and Bryant streets in particular were demolished for surface parking behind the main blocks of Castro Street.

New commercial buildings just of off Castro Street, on intersecting streets, were also constructed in the 1950s and early 1960s, generally exhibiting the Midcentury Modern style with flat canopies, Roman brick bulkheads, and angled storefront entrances. Other businesses opening along Castro Street included drug stores, a Greyhound bus ticket office, new restaurants, and clothing stores. The Mountain View Theater (originally opened in 1926), underwent an extensive interior and exterior remodeling in 1962 and eventually closed in 1986, and has subsequently been used by various nightclubs and restaurants.

To serve the rapidly growing community, many of whom also needed loans to start new businesses or buy a house, a number of new banking institutions opened along or near Castro Street. Among these were the Mountain View Home Savings & Loan Association, in a Midcentury Modern building at 501 Castro Street (now Bank of the West) built in 1959 by notable local architect Hollis Logue, Jr. Later, the Home Savings & Loan Association, in a New Formalist building at 749 West El Camino Real (now Chase Bank) built in 1977 by renowned designer Millard Sheets and his collaborative design studio, featured integrated artwork including an mosaic with motifs related to local history.

In 1962, the City spent some $850,000 on improvements to Castro Street, including widening the street and installing new streetlights and traffic signals. By the late 1960s, however, the shopping malls, with their concentration of department stores and other amenities like climate-controlled interiors and convenient parking, drew many shoppers away from downtown and Castro Street. Although what remained of the historic Chinatown in Mountain View was effectively demolished in a fire in 1946, the 1960s and 1970s comprised a new era for Asian businesses downtown, especially Chinese and Vietnamese businesses. While referred to as "Chinatown," the microneighborhood around Villa and View streets was also home to a number of Japanese businesses. In the 1970s, many Asian business owners, particularly of Chinese and Vietnamese descent, took advantage of the lower rents along Castro Street, opening new retail stores and restaurants, keeping some life along Castro Street, while many businesses were moving out to suburban shopping centers. An early example of this trend was Andy's Chinese Restaurant (374 Castro Street), opened in 1962. In contrast to the very long-standing Chinese community, the Vietnamese community grew quickly starting only in the mid-1970s, following the fall of Saigon and American evacuation of Vietnamese refugees; Santa Clara County now has the second largest Vietnamese population outside of Vietnam.

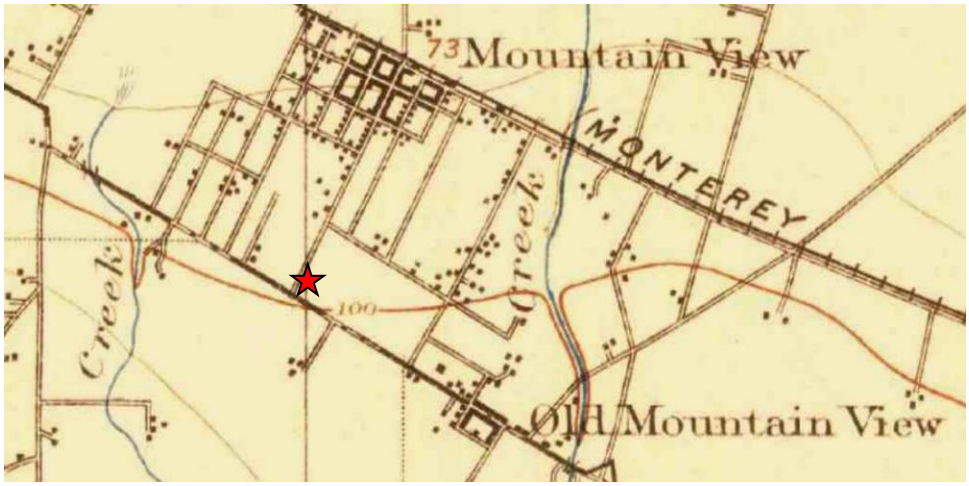
El Camino Real became a new kind of main street for Mountain View in the postwar period as it catered to new automobile-oriented businesses. By 1940, Ugo Mancini, whose family had opened an auto service station in the 1920s, had expanded the business to become Mancini Motors at the intersection of El Camino Real and Castro Street, marking the beginning of this trend; the complex of Art Deco and Quonset hut buildings, which served as a Plymouth and DeSoto dealership, was later demolished in the late 1970s. Other gas stations and service stations soon followed nearby and began to stretch out along El Camino Real. Lozano Car Wash, one of several Googie style carwashes built in the San Francisco Bay Area, was constructed at 2690 West El Camino Real in Mountain View with a cable-suspended roof from dramatically angled metal bracing. It

remains extant. New businesses included drive-in restaurants such as Spivey's, Linda's, Lane's, A&W, and Bob's Big Boy, all designed in the Midcentury Modern or Googie styles (all since demolished). In addition, Monte Vista Drive-In Theater opened 1950 at Grant Road and El Camino Real. It closed in 1950 and was subsequently redeveloped. While most properties developed along El Camino Real in the postwar period embodied some type of Modernist architectural style, a few commercial properties deviated from this norm by using neo-revival or vernacular styles. (Page & Turnbull 2024, 1922-133)

Property History

Review of an online Sanborn map database and a previously prepared Phase I Environmental Site Assessment covering this property indicates that it was not within the area of coverage of historic Sanborn maps (PSI 2024). Historical topographic maps, aerial photographs, newspapers, and building records on file with the Mountain View Building Division were reviewed to understand the property's historical development. During the late nineteenth century, the land within present-day 881 Castro Street was located to the south of the downtown core of Mountain View, which remained concentrated toward Evelyn Avenue and centered on Castro Street, closer to the alignment of the Southern Pacific Railroad's Mountain View station. Present-day El Camino Real was not identified on the map, but the San Francisco-San Jose Road ran along a similar alignment to the south of Mountain View, passing through Old Mountain View, where the community had begun prior to the Southern Pacific's completion, to the southeast (USGS 1897, Figure 1). The subject site, located north of El Camino Real and near the southern end of Castro Street, did not appear to contain any development and was roughly equidistant from Permanente Creek to the west and Stevens Creek to the east, both of which ran roughly north-south and outside of the historic downtown area.

Figure 1. Approximate location of subject site, overlayed on the 1897 *Palo Alto Quadrangle* map (USGS 1897)



During the early 1900s, development gradually progressed southward in the blocks to the east and west of Castro Street; however, the subject site remained unmapped on Sanborn maps of Mountain View. By 1929, the subject site was located in an area labeled as Nelson Manor, a grid subdivision, according to a map of Santa Clara County (McMillan & McMillan 1929); however, the land within the subject property and its immediate neighboring parcels remained undeveloped as of 1934 (NARA 1934, Figure 2). By 1939, however, it appears a building was constructed at present-day 881 Castro Street, based on historical aerial photography (UCSB 1939, Figure 3). The 1939 aerial photograph offers limited detail regarding the building; however, it appears the building had a gable roof, and may have had a front addition or smaller mass as of that year. The location of the building pictured in 1939 matches the location of the existing building the existing building at 881 Castro Street. Therefore, although Santa Clara County Assessor data lists a date of 1955 for construction of the subject building, aerial photography suggests a constructed date of ca. 1934-1939, with subsequent expansion of the building as explained further below.

Figure 2. Aerial view of subject property (approximate current boundary shown with white dashed line), 1934 (NARA 1934)

Figure 3. Aerial view over site of subject property (identified with black arrow), 1939 (UCSB 1939)

A 1948 aerial photograph over Mountain View depicted similar conditions at the subject property, as additional properties in the immediate vicinity were constructed and commercial developed extended further southward along Castro Street, and along El Camino Real in the immediate vicinity (UCSB 1948). A birds-eye view photograph capturing the subject property ca. 1950-1955 is the clearest, early depiction of the property at 881 Castro Street (Mountain View Public Library 1950-1955, Figure 4). The aerial showed the gabled building first pictured in 1939 had by this year been expanded with a front mass with clipped corners. Four rectangular windows were visible along the south façade of the gabled section of the building. The rear façade appears to have had a rear entrance, as well as a shed wing at the northeast corner. The existing alley behind the subject building was not present; rather, the rear areas of the individual properties within the block were divided with fences. By 1956, the front addition was further modified such that the building reached its current rectangular footprint (NETR 1956, UCSB 1956). Thus, the existing building reflects original construction that occurred after and by 1939, and a second period of alteration and expansion that occurred between 1950 and 1956.

Figure 4. Birds-eye aerial view of subject property, which appeared to be a vacant lot (identified with white arrow), ca. 1950-1955 (Mountain View Public Library 1950-1955).

During the 1950s the property housed several auto supplies businesses, including Aatom's and Tom's in the unit addressed 881. The unit addressed 889 housed, Eddy's Sport Shop by 1956; Eddy's remained an occupant of the building until ca. 2000 (PSI 2024; R.L. Polk & Co. 1962, 1964, 1966, 1968; Strebe 2002). By 1965, the subject building reach a similar appearance to its existing design. A photograph taken along Castro Street, shows the subject building with its angled storefronts, canopy, and a canopy-mounted sign for Eddy's Sport Shop. By this year, the building's primary façade had been altered, and no longer featured the clipped

corners that were present ca. 1950-1955 (*Los Altos News-Mountain View News* 1965, Figure 5). Thus, the existing primary façade's features appear to date to ca. 1955-1965.

Figure 5. View of Castro Street, with subject building at middle-left, 1965 (*Los Altos News-Mountain View News*, November 15, 1965)

An aerial photograph from 1965 indicates the building reached its existing footprint, without a rear wing at the northeast corner, by that year (UCSB 1965, Figure 6). A subsequent 1970 birds-eye view of the building shows its south façade was modified by this year with removal of preexisting rectangular windows (Mountain View Public Library 1970, Figure 7). Finally, the area behind the building remained separated from the rear parking areas of properties to the north, in comparison to its existing condition as an alley.

Figure 6. Aerial photograph capturing subject property (identified with white arrow),1965 (UCSB 1965)

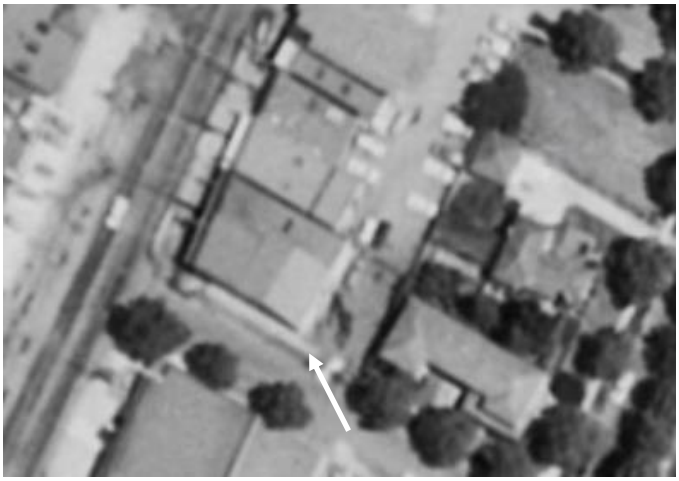


Figure 7. Birds-eye Aerial capturing subject property (identified with white arrow), 1970 (Mountain View Public Library 1970)

The building's form has remained similar to its ca. 1965 footprint and fenestration. By 1993, signage for Eddy's above the storefront canopy was nonextant. Signage has also been removed from the fascia of the canopy, revealing the horizontal grooves in the canopy across its length. Entrance doors appear to have been replaced after 1993, as their existing kickplates are taller than the door pictured in the 1993 photograph. The storefront windows appear to be of similar design, with variation in their mullion profiles noted in the 1993 photograph (Mountain View Public Library 1993, Figure 8).

Figure 8. Subject building photographed in December 1993 (Mountain View Public Library 1993)

Historical occupancy data for the property between 1956 and the 2010s was sourced from and a previously prepared Environment Site Assessment of the property (PSI 2024), available Mountain View city directories (R.L. Polk & Co. 1962, 1964, 1966, 1968), and historical newspaper research. The earliest occupants identified are Aatom's Auto Supply and Eddy's Sport Shop. Aatom's occupancy ended by 1962, and was replaced by Tom's Auto Supplies for roughly four years before National Auto Supply became an occupant in 1976 until 2002. Eddy's Sport Shop remained the occupant of the 889 address until ca. 2000. Of the building's known historical occupants, Eddy's occupancy spanned across the building's early years and more recent years, covering the period when the design of the building transitioned from its early form to its existing form.

Historical Occupancy of 881 Castro Street (historically encompassed addresses 881 and 889 Castro Street)

Year	Occupants (Owner in bold if listed)	Business Type/Occupation
1950	889 Eddy's Sport Shop	Sporting goods
1956-1961 (PSI 2024)	881 Aatom's Auto Supply 889 Eddy's Sport Shop	
1962-1967 (R.L. Polk & Co.)	881 Tom's Auto Supplies 889 Eddy's Sport Shop	Auto supplies Sporting goods
1967-2002 (R.L. Polk & Co. 1967, PSI 2024)	881 National Auto Supply (1976 first year) 889 Eddy's Sport Shop (1995 last year)	Auto supplies Sporting goods

Eddy's Sport Shop

Eddy's Sport Shop was established by proprietor Edward M. "Eddy" David (1913-1973) (Strebe 2002). A former bartender and World War II veteran, Edward M. David and his family resided in South San Francisco in 1950, but relocated in the same year to Mountain View (Ancestry 2024; *Daily Palo Alto Times* 1959). Eddy's Sport Shop was located at 889 Castro Street from 1950 until approximately 2000, when it relocated to another building on El Camino Real until it ceased operation in February 2002 (Strebe 2002). Edward M. David died in 1973 and the business transitioned to management by his son, Gerald (Jerry) David (1939-2012), and in the late 1990s to Eddy's grandson, Brian. Between the 1950s and ca. 1980, the business "sold everything from athletic equipment, clothing and shoes to bicycles and hunting supplies" (Strebe 2002). Under Jerry's management, the business expanded with a gun shop, to diversify its offerings from those of competing sports retailers in the area (Strebe 2002).

Commercial Modern Architecture

The draft *HCS* provides the following context and character-defining features of commercial buildings designed in Modern architectural styles:

> Commercial Modern is the expression of the Modern Movement in commercial architecture in the postwar period, including in commercial retail buildings, offices, corporate campuses, and technology laboratory and manufacturing facilities. Like the Midcentury Modern style, the Commercial Style has geometric massing with simple lines, often with expressed structural systems, and eschews most historical forms of architectural ornamentation. Some automobile-oriented postwar businesses such as drive-in restaurants and carwashes were designed in the Googie style, a subtype of Commercial Modern architecture, which expressed the values of the atomic/space/jet age with dramatic rooflines and signate. Another Commercial Modern subtype is the Quonset hut, which is a prefabricated corrugated metal semi-cylindrical building which was often military surplus. As are certain property types that were often designed in Modernist styles, including drive-in restaurants, bowling alleys, theaters, shopping malls/centers, motels, gas stations, and car washes. Office and technology sector buildings that fully express the Commercial Modern style are increasingly rare; many extant technology-sector office, research, and manufacturing facilities are simple boxy concrete buildings that are not a full expression of the Modernist style. (Page & Turnbull 2024)
>
> Period of Significance: 1940s-early 1960s
>
> Associated property types: Retail stores; mixed use buildings; shopping malls/centers; motels; restaurants; auto-oriented businesses, such as gas stations, service centers, car washes, drive-in restaurants, drive-in theaters, etc.; banks; signs; offices; research and development laboratories; and manufacturing facilities.
>
> Common Character-Defining Features of the Commercial Modern style:
>
> - One- to two-story massing (one story is most common)
> - Wood, steel, or concrete construction where the structural system may be expressed outwardly
> - Flat roofs are typical, but other roof forms may include butterfly, low-pitch shed, barrel vault, or low-pitch gable
> - Roofs may include projecting canopies (flat, folded plate, or barrel vault)
> - Cladding materials range from exposed concrete or concrete masonry unit (CMU) to stucco, wood, or brick
> - Roman (narrow horizontal) brick bulkheads are common
> - Massing is typically highly geometric and simplified
> - Large expanses of glazing are typical
> - Inward angled storefront entrances are common
> - Absence of applied ornamentation
> - Brise-soleils, screens, or other sunshades may be included
> - Googie style buildings often include dramatic roof forms, structural systems, and/or signage. (Page & Turnbull 2024, 205-207)

881-889 Castro Street features one-story massing with a flat roof along its northern, front section, which was modified during the 1950s to reach its current footprint. Commercial Modern elements of the building are limited to that portion of the building and include a wood frame, flat canopy, angeled storefronts with wood and metal window framing materials, and Roman brick cladding. Intensive research of city building records, online repositories, and historical newspapers failed to identify a builder or contractor, or architect or other design professionals associated with the building's origination or modification between the 1950s and mid-1960s (Avery Index 2024, Mountain View Building Division 2024, History Center 2024, USModernist 2024, Newspapers.com 2024).

Evaluation

The property at 881-889 Castro Street is recommended ineligible for listing in the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR) and under the criteria for listing in the City of Mountain Register of Historic Resources, due to a lack of historical and architectural significance.

NRHP and CRHR

The property at 881-889 Castro Street is recommended ineligible under Criterion A/1. Constructed ca. 1934-1939, with alterations ca. 1950-1965, the commercial building on the property was originally built during the later years of the Great Depression, leading up to World War II. During the Depression, construction in downtown Mountain View was limited, while post-World War II, the City's population boomed and commerce increased, with residential and commercial construction greatly increased during immediate post-war years. The subject property appears to have been one and potentially the earliest building to have been constructed on its block bounded by Castro Street, Fairmont Avenue, Hope Street, an Yosemite Avenue and appeared on a 1939 aerial with another building situated near present-day 805 Castro Street. After World War II, the building present by 1939 was modified and expanded and reached its current footprint by 1965. Although built prior to the war, only a portion of the existing building's rear, gabled section is associated with pre-war development, and within that context, little documentation of the property exists. The property at 881 Castro Street is reflective of additional development of the property after World War II, when commercial construction along Castro Street experienced an uptick, as well as a pattern of redevelopment that brought demolition, modernization, and new construction along the City's main commercial street. Research did not find evidence that this property was individually significant to the pattern of post-war commercial development in Mountain View, commercial history, or for being the location of any events with significance to the city, California, or the nation. Additionally, through review of the draft *HCS*, research of historical newspapers, and review of available documentation of the property, no evidence was found that suggests this property is significant to themes of cultural history in Mountain View. Therefore, 881-889 Castro Street is recommended ineligible for listing in the NRHP/CRHR under Criterion A/1.

Research conducted for this evaluation did not find evidence that suggests any individuals historically associated with this property have made significant historical contributions. Review of available occupancy data, historical newspapers, and archival research found that Edward M. "Eddy" David, founder of Eddy's Sport Shop, a business that occupied the property between 1950 and ca. 2000, occupied the subject building for parts of three decades until his death in 1973. During his lifetime, the business provided a variety of sporting goods to customers, and under subsequent generations of family ownership expanded to include a gun shop, before closing in 2002 at another location. Although Eddy David was business proprietor of a relatively long tenure, no evidence was found that suggests his contributions to local commerce and history were demonstrably individually significant. Similarly, additional past occupants of the building, including several auto part retailers were not found to have made any significant contributions to local history, or in general, to have a strong association to the subject building. Therefore, 881-889 Castro Street is recommended ineligible for listing in the NRHP/CRHR under Criterion B/2.

881-889 Castro Street does not appear to be individually significant as a property that embodies the distinctive characteristics of a type, period, method of construction, for possessing high art values, or for representing an important work of a master. The subject building was originally constructed ca. 1934-1939. Between 1950 and 1956 the building was modified to reach its current footprint, which likely involved the redesign of the primary façade to its current configuration with two storefronts and a canopy. Review of city building records, online repositories, and historical newspapers failed to identify a builder or contractor, or architect or other design professionals associated with the building's origination or modification between the 1950s and mid-1960s. Therefore, due to a lack of building documentation, the building is not identified as the work of an individual considered a master. In consideration of the character-defining features of Commercial Modern architecture identified above, the subject building exhibits common features of mid-twentieth century Commercial Modern buildings constructed in Mountain View and generally in downtown areas in the region ca. 1945 to the late 1970s. The building's height, front section with flat roof and parapet, canopy, angled storefronts with Roman brick bulkheads, and large display windows, are Commercial Modern features. However, these features and the building's overall form do not appear to be individually distinctive such that the building rises to a level of individual significance. Rather, these features are similar to other buildings of similar periods of construction in Mountain View. Overall, the building does not strongly express the aesthetic ideal of a style or art form, or a particular period of construction, given that its existing design results from several periods of construction and alteration. As such, is not significant for possessing high art values. Therefore, 881-889 Castro Street is recommended ineligible for listing in the NRHP/CRHR under Criterion C/3.

Finally, the built environment of the subject property is not likely to yield valuable information which will contribute to our understanding of human history because the property is not and never was the principal source of information pertaining to significant events, people, architectural style, or industrial-commercial buildings constructed in the mid-twentieth century. Therefore, the property is recommended ineligible for listing under NRHP/CRHR Criterion D/4.

Mountain View Register of Historic Resources

Criteria for the designation of buildings, structures, sites, or other improvements to the Mountain View Register of Historic Resources are specified in the City of Mountain View's Historic Preservation Ordinance:

> SEC. 36.54.65. - Designation criteria
> A building, structure, site or other improvement may be designated as a historic resource and placed on the Mountain View Register of Historic Resources if the city council finds that it meets one or more of the following criteria:
> a. Is strongly identified with a person who, or an organization which, significantly contributed to the culture, history or development of the City of Mountain View;
> b. Is the site of a significant historic event in the city's past;
> c. Embodies distinctive characteristics significant to the city in terms of a type, period, region or method of construction or representative of the work of a master or possession of high artistic value; or
> d. Has yielded, or may be likely to yield, information important to the city's prehistory or history.
> (Ord. No. 18.13, § 1, 12/10/13.) (City of Mountain View 2022, 2024)

Under local criterion (a), which is similar to NRHP/CRHR Criterion B/2, 881 Castro Street is recommended ineligible, as the property has not been identified in association with any individuals who significantly contributed to the culture, history, or development of Mountain View.

Under local criterion (b), which is similar to NRHP/CRHR Criterion B/2, 881 Castro Street is recommended ineligible, as the property does not appear individually significant within the patterns of early twentieth century commerce, or development, or post-World War II expansion and commercial development in Mountain View.

Under local criterion (c), which is similar to NRHP/CRHR Criterion C/3, 881 Castro Street is recommended ineligible, as the property lacks individual architectural significance and is not representative of the work of design professional considered a master; nor does the property possess high artistic values.

Under local criterion (d), which is similar to NRHP/CRHR Criterion D/4, 881 Castro Street is recommended ineligible as the property is not and never was the principal source of information pertaining to significant events, people, architectural style, or commercial buildings constructed in the late 1930s or mid-1950s.

B12. References (Continued from Page 3):

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1929 *Official Map of Santa Clara County, California*. San Francisco, CA: Walkup Map Co. Electronic resource accessed via Archive.org:https://ia601708.us.archive.org/27/items/map_santaclaracounty_1929/map_santaclaracounty_1929_panel04.jpg (accessed October 2024).

Mountain View Building Division

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1970 Aerial photography of Mountain View, California, 1970. Contributed by Mountain View Public Library. https://californiarevealed.org/do/6865ddcf-02e8-413d-a6ea-2de30c55a538#page/1 (accessed September 2024).

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National Records and Archives Administration

1934 California – Mountain View Through Nacimiento Road – NARA – 23934687.jpg. National Archives and Records Administration, Public domain, via Wikimedia Commons. https://commons.wikimedia.org/wiki/File:California_-_Mountain_View_through_Nacimiento_Road_-_NARA_-_23934687.jpg (accessed October 2024).

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PSI

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1966 *Mountain View (Santa Clara County, Calif.) City Directory*. 1966. Via Ancestry.com. https://www.ancestry.com/imageviewer/collections/2469/images/32701_1020601537_0821-00006?ssrc=&backlabel=Return (accessed September 2024).

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

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code

Other Listings
Review Code | Reviewer | Date

 ***Resource Name or #:** 903 Castro Street

P1. Other Identifier: 751 Fairmont Avenue

***P2. Location:** ■ **Unrestricted** ***a. County:** Santa Clara

***b. USGS 7.5' Quad:** *Mountain View, California* **Date:** 2024 **T** 6S; **R** 2W **of Sec** 28**;** M.D.**B.M.**

c. Address: 903 Castro Street City: Mountain View Zip: 94041

d. UTM: Zone 10S: 581142.15 mE/ 4138104.51 mN e. Other Locational Data: APN 158-06-010

***P3a. Description:**

The property at 903 Castro Street is a 0.22-acre parcel located at the southeast corner of Castro Street and Fairmont Avenue in downtown Mountain View (P5a. Photograph 1). The property is bounded by Castro Street to the west, Fairmont Avenue to the north, the commercial property at 700 W. El Camino Real to the east, and Gateway Park to the south. The property contains a one-story commercial building with storefronts along Castro Street addressed 903 Castro Street and an additional commercial unit addressed as 751 Fairmont Avenue. The building was constructed in 1955-1956 and is designed in the Commercial Modern style. The building is roughly rectangular in plan and is composed of a front (west) one-story mass (903 Castro Street unit) and a slightly lower rear (east) mass (751 Fairmont Avenue unit), both of which are capped by flat roofs. The building is primarily finished with stucco, excepting portions of the primary façade that feature stone veneer as described further below. The façade features a recessed northwest corner, which contains a corner entrance and a pilon element with two rectangular openings that rises above the roofline (Photograph 2 and Photograph 3). Storefronts within the façade feature large display windows divided by narrow metal mullions, the windows are set on low bulkheads that are clad with orange-brown-beige Roman brick and framed with columns that are either clad with the same brick or finished with stucco. Projecting columns clad with brick divide the façade into two primary storefronts (Photograph 4). The south storefront is recessed, with an angled bulkhead and contains aluminum glazed doors separated by a brick column. A set of three metal pole, rising from a small planting bed supports the overhanging canopy at this location (Photograph 5). The canopy is flat and has metal coping. It spans across the entire façade and intersects with the pilon element. Above the canopy a short parapet is visible along the roofline. The east and south exteriors are not fenestrated; they feature painted concrete masonry units (CMU) and stucco finishes, respectively (Photograph 6). The north exterior is oriented to Fairmont Avenue and features a modern aluminum-frame storefront with a glazed aluminum door within its east end (Photograph 7). The storefront is flanked to the east by a garage bay with a roll-up door and to the west by a narrow garage bay with roll-up door. A secondary entrance with a flush door is located near the center of the façade, as well as a loading bay with roll-up door. Two horizontal windows with aluminum frames are located in the west end of the building. The building appears to be in good condition. (Continued on Page 4)

***P3b. Resource Attributes:** HP6. Commercial Property 1-3 stories ***P4. Resources Present:** ■Building

P5a. Photograph 1

P5b. Description of Photograph 1: South façade, viewed from Sonora Court, facing north. October 15, 2024

***P6. Date Constructed/Age and Sources:** ■Historic
1955-1956 (ParcelQuest.com 2024, History Center 1950-1955 UCSB 1956)

***P7. Owner and Address:** Castro GPRV 10 LLC et al Caputo Orange LLC
843 Castro Street, Mountain View, CA 94041

***P8. Recorded by:**
Josh Bevan, AICP, MSHP
Rincon Consultants, Inc.
449 15th Street #303
Oakland, CA 94612

***P9. Date Recorded:**
October 15, 2024

***P10. Survey Type:** Intensive

***P11. Report Citation:** Rincon Consultants, Inc. 2024. Historical Resources Evaluation in Support of CEQA Documentation for the Proposed 881 Castro Street Project. Rincon Consultants Project No. 24-16059.

***Attachments:** ■Location Map ■Continuation Sheet ■Building, Structure, and Object Record

LOCATION MAP

***Map Name:** *Mountain View, Calif.* ***Scale:** 1:24,000 ***Date of Map:** 2024

B1. Historic Name: None
B2. Common Name: None
B3. Original Use: Commercial
B4. Present Use: Commercial

***B5. Architectural Style:**

***B6. Construction History:**

Built in 1951 according to Santa Clara County Assessor data.
The following building records are on file with the Mountain View Building Division (Mountain View, City of 2024b):
1975: Permit #13811, roof sign for Carpeteria
1995: Permit #unknown, rebuild collapsed roof
1996: Permit 96000780, New HVAC equipment installation
2006: Project #2006-0668, commercial tenant improvement (TI) "Specialized"; #2006-0950, tear off built up roof; #2006-1177, install storefront illuminated marquee sign for "bike spring"
2010: Project #2010-1215, channel letters for Cognition Cyclery; # 2010-1791 and 2010-2682, commercial TI (trash room) and sprinklers at 751 Fairmont Avenue
2011: Project #2011-15756, commercial TI for new tenant Kid Space #2 at 751 Fairmont Avenue
2015: Project #2015-0457, commercial TI, new non-load-bearing partitions and lighting for Cognition Cyclery
2020: 751 Fairmont, Project #2020-3184 (active), commercial TI
Observed alterations:
Pilon element alteration
Entrance and window alteration at 751 Fairmont Avenue unit ca. 2007-2011 (Google Street View imagery 2007, 2011)

***B7. Moved?** ■**No**

***B8. Related Features:** None

B9a. Architect: Unknown
b. Builder: Unknown

***B10. Significance: Theme:** Postwar Suburbanization, City Building & Silicon Valley Innovation (1945-1979); Commercial Architecture **Area:** Mountain View **Period of Significance:** 1955-1956 **Property Type:** Commercial **Applicable Criteria:** None.

903 Castro Street, which was originally constructed in 1955-1956, is recommended ineligible for federal, state, and local designation; it therefore is not considered a historical resource as defined by CEQA Section 15064.5(a).

(Continued on Continuation Sheet)

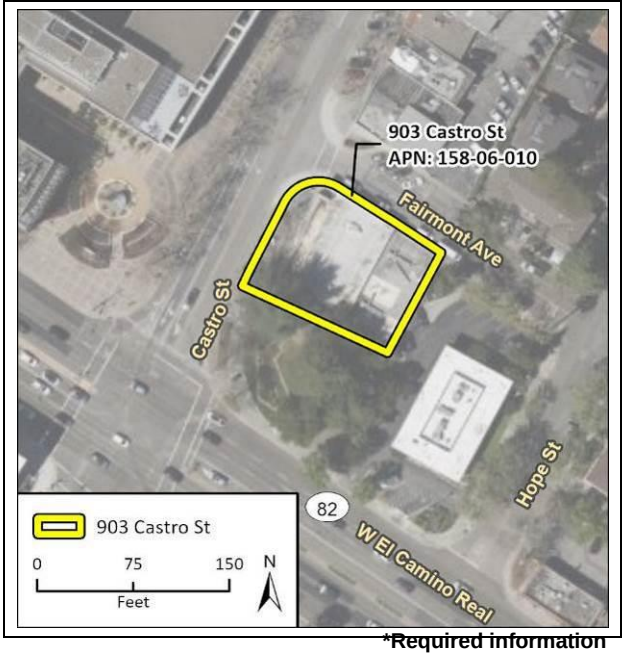
B11. Additional Resource Attributes: None.

***B12. References:** See Continuation Sheet

B13. Remarks: None

***B14. Evaluator:** Josh Bevan, MSHP, AICP – Rincon Consultants

***Date of Evaluation:** November 20, 2024



(This space reserved for official comments.)

Description (Continued from Page 1):

Photograph 2. Entrance at northwest corner and pilon element above canopy, facing south.

Photograph 3. Detail view of corner entrance and finishes, facing southeast.

Photograph 4. Oblique view of façade, facing south.

Photograph 5. Recessed entry and three-pole column beneath canopy, view facing southeast.

Photograph 6. South exterior and adjacent Gateway Park, facing northwest.

Photograph 7. North exterior along Fairmont Avenue, facing southwest.

B10. Significance (Continued from Page 3):

The following discussion focuses on the immediate years leading up to and during the period when the existing building on the property was built, 1951. The City of Mountain View's draft *Historic Context Statement* (*HCS*) identifies the period the subject building was constructed within as Postwar Suburbanization, City Building & Silicon Valley Innovation (1945-1979). As described in the *HCS*:

> While prior to World War II, commercial activities in Mountain View were primarily concentrated in Old Mountain View and along Castro Street, during the post-World War II period, retail and commercial development expanded beyond the downtown core. During this period, the last remaining commercial buildings in Old Mountain View were demolished, including the Beverly Home and Enterprise Hall. Castro Street remained an active commercial shopping destination in the 1950s and early 1960s, and many of the older commercial buildings were modernized with new storefront facades. However, new suburban shopping malls and shopping centers were built throughout the city, and automobile-oriented businesses sprouted up along El Camino Real. In addition to the shopping mall, many new postwar commercial typologies emerged, including drive-in movie theaters and restaurants, and others evolved to better cater to an increasingly automobile centric populous.
>
> During the postwar period, many of the existing businesses along Castro Street modernized their storefronts with new cladding and large blade signs to attract the attention of drivers-by. These renovations were inspired both by a desire to stay relevant in the changing retail environment, and by a City-initiated "rehabilitation program" and safety inspections in the 1960s that could result in the condemnation of a building if it was found to be beyond repair. The train depot at the north end of Castro Street was demolished in 1959, and the Chamber of Commerce advocated for demolition of buildings for more parking downtown. Buildings along Hope and Bryant streets in particular were demolished for surface parking behind the main blocks of Castro Street.
>
> New commercial buildings just of off Castro Street, on intersecting streets, were also constructed in the 1950s and early 1960s, generally exhibiting the Midcentury Modern style with flat canopies, Roman brick bulkheads, and angled storefront entrances. Other businesses opening along Castro Street included drug stores, a Greyhound bus ticket office, new restaurants, and clothing stores. The Mountain View Theater (originally opened in 1926), underwent an extensive interior and exterior remodeling in 1962 and eventually closed in 1986, and has subsequently been used by various nightclubs and restaurants.
>
> To serve the rapidly growing community, many of whom also needed loans to start new businesses or buy a house, a number of new banking institutions opened along or near Castro Street. Among these were the Mountain View Home Savings & Loan Association, in a Midcentury Modern building at 501 Castro Street (now Bank of the West) built in 1959 by notable local architect Hollis Logue, Jr. Later, the Home Savings & Loan Association, in a New Formalist building at 749 West El Camino Real (now Chase Bank) built in 1977 by renowned designer Millard Sheets and his collaborative design studio, featured integrated artwork including an mosaic with motifs related to local history.
>
> In 1962, the City spent some $850,000 on improvements to Castro Street, including widening the street and installing new streetlights and traffic signals. By the late 1960s, however, the shopping malls, with their concentration of department stores and other amenities like climate-controlled interiors and convenient parking, drew many shoppers away from downtown and Castro Street. Although what remained of the historic Chinatown in Mountain View was effectively demolished in a fire in 1946, the 1960s and 1970s comprised a new era for Asian businesses downtown, especially Chinese and Vietnamese businesses. While referred to as "Chinatown," the microneighborhood around Villa and View streets was also home to a number of Japanese businesses. In the 1970s, many Asian business owners, particularly of Chinese and Vietnamese descent, took advantage of the lower rents along Castro Street, opening new retail stores and restaurants, keeping some life along Castro Street, while many businesses were moving out to suburban shopping centers. An early example of this trend was Andy's Chinese Restaurant (374 Castro Street), opened in 1962. In contrast to the very long-standing Chinese community, the Vietnamese community grew quickly

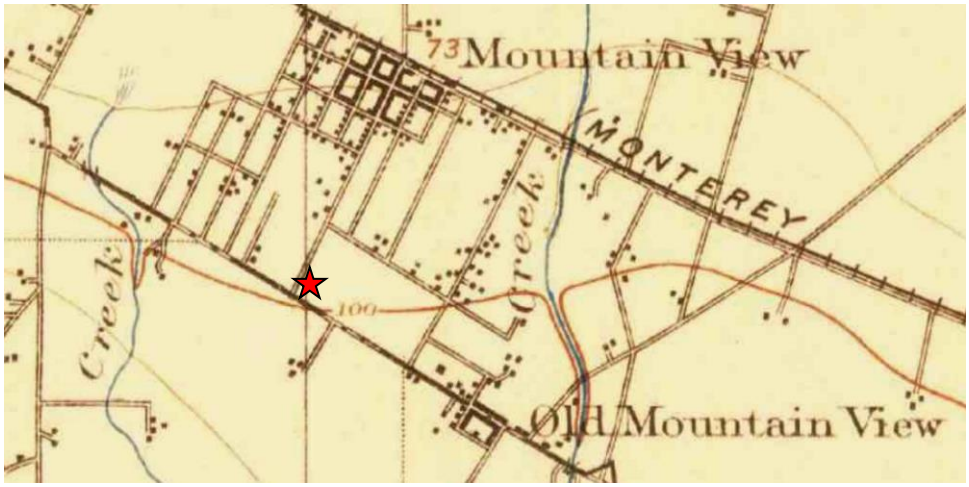
starting only in the mid-1970s, following the fall of Saigon and American evacuation of Vietnamese refugees; Santa Clara County now has the second largest Vietnamese population outside of Vietnam.

El Camino Real became a new kind of main street for Mountain View in the postwar period as it catered to new automobile-oriented businesses. By 1940, Ugo Mancini, whose family had opened an auto service station in the 1920s, had expanded the business to become Mancini Motors at the intersection of El Camino Real and Castro Street, marking the beginning of this trend; the complex of Art Deco and Quonset hut buildings, which served as a Plymouth and DeSoto dealership, was later demolished in the late 1970s. Other gas stations and service stations soon followed nearby and began to stretch out along El Camino Real. Lozano Car Wash, one of several Googie style carwashes built in the San Francisco Bay Area, was constructed at 2690 West El Camino Real in Mountain View with a cable-suspended roof from dramatically angled metal bracing. It remains extant. New businesses included drive-in restaurants such as Spivey's, Linda's, Lane's, A&W, and Bob's Big Boy, all designed in the Midcentury Modern or Googie styles (all since demolished). In addition, Monte Vista Drive-In Theater opened 1950 at Grant Road and El Camino Real. It closed in 1950 and was subsequently redeveloped. While most properties developed along El Camino Real in the postwar period embodied some type of Modernist architectural style, a few commercial properties deviated from this norm by using neo-revival or vernacular styles. (Page & Turnbull 2024, 205-207)

Property History

Review of an online Sanborn map database and a previously prepared Phase I Environmental Site Assessment covering this property indicates that it was not within the area of coverage of historic Sanborn maps (San Francisco Public Library (SFPL) 2024, PSI 2024). Historical topographic maps, aerial photographs, newspapers, and building records on file with the Mountain View Building Division were reviewed to understand the property's historical development. During the late nineteenth century, the land within present-day 903 Castro Street was located to the south of the downtown core of Mountain View, which remained concentrated toward Evelyn Avenue and centered on Castro Street, closer to the alignment of the Southern Pacific Railroad's Mountain View station. Present-day El Camino Real was not identified on the map, but the San Francisco-San Jose Road ran along a similar alignment to the south of Mountain View, passing through Old Mountain View, where the community had begun prior to the Southern Pacific's completion, to the southeast (USGS 1897, Figure 1). The subject site, located north of El Camino Real and near the southern end of Castro Street, did not appear to contain any development and was roughly equidistant from Permanente Creek to the west and Stevens Creek to the east, both of which ran roughly north-south and outside of the historic downtown area.

Figure 1. Approximate location of subject site, overlayed on the 1897 *Palo Alto Quadrangle* map (USGS 1897)



During the early 1900s, development gradually progressed southward in the blocks to the east and west of Castro Street; however, the subject site remained unmapped on Sanborn maps of Mountain View. By 1929, the subject site was located in an area labeled as Nelson Manor, a grid subdivision (McMillan & McMillan 1929). As of the early 1950s the site of 903 Castro Street remained undeveloped. A service station or similar property was located to the immediate south, while land to the east and southeast was

partially developed with a gas station. Commercial development along Castro Street was present in the block opposite Fairmont Avenue by this period, as well as across Castro Street (Mountain View Public Library 1950-1955, Figure 2).

Figure 2. Birds-eye aerial view of subject property (approximate current boundary in white) ca. 1950-1955 (Mountain View Public Library 1950-1955).

The subject building was constructed in 1955-1956 according to Santa Clara County Assessor data and review of historical aerial photography. The building housed Goddard & Brown Furniture by 1956 (Parcel Quest 2024, PSI 2024, UCSB 1956). A 1956 aerial photograph indicates the building's rectangular footprint, composition of front and rear masses, and the existing pilon element that projects above the primary façade at the northwest corner façade were original features (UCSB 1956, Figure 3). The 1956 aerial shows the building was bordered at the east by a parking lot and to the south by a neighboring gas station.

Figure 3. Aerial view of subject property (identified with white arrow) and vicinity, 1956 (UCSB 1956)

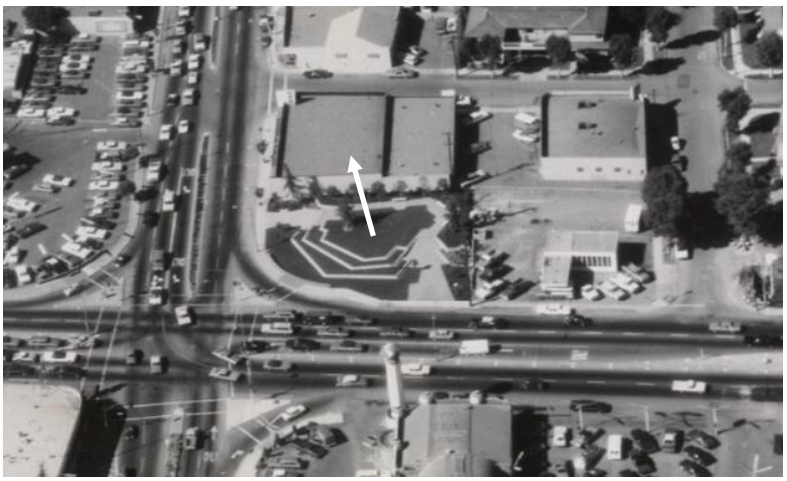
A 1957 photograph taken from the intersection of Castro Street and El Camino Real captured the subject building within two years of its original construction. The building featured painted or draped signage on its southwest corner, stone veneer cladding along portions of its primary (west) façade, signage for Goddard & Brown and Westinghouse Television along the face of its storefront canopy, and the pilon element, shown in 1957 with three rectangular openings and a slightly taller height, varying from the

existing pilon's two-opening appearance. The front of the property along Castro Street appears to have been a surface parking area. A short planting bed along the southern property line buffered the 903 Castro Street parking lot from the adajcent gas station's parking area (Mountain View Public library 1957, Figure 4).

Figure 4. Subject building (middle-right, identified with white arrow), pictured along Castro Street, 1957 (Mountain View Public Library 1957)

In 1964 Goddard & Brown went out of business and the building was listed as vacant as of 1966 (*Peninsula Times Tribune* 1964, R.L. Polk & Co. Publishers [Polk] 1966). The furniture retailer, Sleepmasters Sleep Shop, was listed at the property in 1968 (PSI 2024). Gateway Park, located to the immediate south of 903 Castro Street, appeared on a 1970 aerial and was developed across a former gas station site (Mountain View Public Library 1970, Figure 5). No apparent alterations to the building footprint or exterior are known to have occurred during the construction of Gateway Park; however, by 1970, it appears that Castro Street had been widened and resulted in modification of the parking area and vehicular circulation along the front side of 903 Castro Street.

Figure 5. Aerial view of subject property (identified with arrow) and neighboring properties, 1970 (Mountain View Public Library 1970)



By 1971, the subject building housed John Keller Co. and by 1976 it became the location of Carpeteria (later known as Carpeteria Carpets), which remained the building occupant into the mid-1990s (PSI 2024). An advertisement from 1978 indicates that Carpeteria was a carpet retailing chain with locations in the Bay Area communities of Mountain View, Campbell, Fremont, San Carlos, and San Leandro (*Peninsula Times Tribune* 1978). A 1993 photograph of the building shows that the pilon above the roof was modified and extended rearward, with two additional rectangular openings, to support signage for Carpeteria (Mountain View

Public Library 1993, Figure 6). The Carpeteria signage appears to have required shortening of the pilon as well. Since 1993, the Carpeteria signage has been removed and the pilon's original width appears to have been restored, while it remains at a shorter height than was documented ca. 1950s.

Figure 6. Subject building photographed in December 1993 (Mountain View Public Library 1993)

More recent occupants of the subject building have included bicycle shops and a furniture company (PSI 2024, field observation 2024). Research of historical newspapers and biographical information on individuals named in the table below produced no information indicating any that any of the former building occupants were associated with significant events or achievements with association to the subject property (Ancestry.com 2024, Newspapers.com 2024, History Center 202).

Historical Occupancy of 903 Castro Street (historically encompassed addresses 903 Castro Street and 751 Fairmont Avenue)

Year	Occupants (Owner in bold if listed)	Business Type/Occupation
1956-1964 (PSI 2024, R.L. Polk & Co.)	Goddard & Brown	Furniture sales
1966 (R.L. Polk & Co.)	Vacant	N/A
1968 (R.L. Polk & Co.)	Sleepmasters Sleep Shop	Furniture, mattress sales
1971 (PSI 2024)	John Keller Co.	
1975 to ca. 1993 (PSI 2024)	Carpeteria	Carpet sales
Ca. 2000s and later (Mountain View Building Division, field observation)	Cognition Cyclery, Ginkgo Furniture	Cycling shop, furniture sales

Commercial Modern Architecture

The draft *HCS* provides the following context and character-defining features of commercial buildings designed in Modern architectural styles:

> Commercial Modern is the expression of the Modern Movement in commercial architecture in the postwar period, including in commercial retail buildings, offices, corporate campuses, and technology laboratory and manufacturing facilities. Like the Midcentury Modern style, the Commercial Style has geometric massing with simple lines, often with expressed structural systems, and eschews most historical forms of architectural ornamentation. Some automobile-oriented postwar businesses such as drive-in restaurants and carwashes were designed in the Googie style, a subtype of Commercial Modern architecture, which expressed the values of the atomic/space/jet age with dramatic rooflines and signate. Another Commercial Modern subtype is the Quonset hut, which is a prefabricated corrugated metal semi-cylindrical building which was often military surplus. As are certain property types that were often designed in Modernist styles, including drive-in restaurants, bowling alleys, theaters, shopping malls/centers, motels, gas stations, and car washes. Office and technology sector buildings that fully express the Commercial Modern style are increasingly rare; many extant technology-sector office, research, and manufacturing facilities are simple boxy concrete buildings that are not a full expression of the Modernist style.

Period of Significance: 1940s-early 1960s

Associated property types: Retail stores; mixed use buildings; shopping malls/centers; motels; restaurants; auto-oriented businesses, such as gas stations, service centers, car washes, drive-in restaurants, drive-in theaters, etc.; banks; signs; offices; research and development laboratories; and manufacturing facilities.

Common Character-Defining Features of the Commercial Modern style:

- One- to two-story massing (one story is most common)
- Wood, steel, or concrete construction where the structural system may be expressed outwardly
- Flat roofs are typical, but other roof forms may include butterfly, low-pitch shed, barrel vault, or low-pitch gable
- Roofs may include projecting canopies (flat, folded plate, or barrel vault)
- Cladding materials range from exposed concrete or concrete masonry unit (CMU) to stucco, wood, or brick
- Roman (narrow horizontal) brick bulkheads are common
- Massing is typically highly geometric and simplified
- Large expanses of glazing are typical
- Inward angled storefront entrances are common
- Absence of applied ornamentation
- Brise-soleils, screens, or other sunshades may be included
- Googie style buildings often include dramatic roof forms, structural systems, and/or signage. (Page & Turnbull 2024, 121-122)

903 Castro Street features a rectangular footprint, flat roof with storefront canopy, a vertical pilon element with some evidence of alteration (shortened), and wide primary façade with metal-framed storefronts and replacement doors. The building is clad with stucco and stone veneer along its Castro Street storefronts. Intensive research of city building records, online repositories, and historical newspapers failed to identify a builder or contractor, or architect or other design professionals associated with the building's origination (Avery Index 2024, City of Mountain View 2024c, History Center 2024e, USModernist 2024, Newspapers.com 2024).

Evaluation

The property at 903 Castro Street is recommended ineligible for listing in the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR) and under the criteria for listing in the City of Mountain Register of Historic Resources, due to a lack of historical and architectural significance.

NRHP and CRHR

The property at 903 Castro Street is recommended ineligible under Criterion A/1. Constructed in 1955-1956, the commercial building on the property was built during the immediate years after World War II, as Mountain View's population grew and Castro Street entered a period of increased commercial development between 1945 and the late 1970s, which included new construction and remodeling of many preexisting buildings. Although part of a trend of commercial development and one of several buildings constructed along Castro Street during immediate post-war years, 903 Castro Street has not been demonstrated to have initiated, significantly informed, or otherwise influenced commercial development, or commerce in general, in Mountain View, California, or the nation. No events of historic importance are known to have occurred at this property. Therefore, 903 Castro Street is recommended ineligible for listing in the NRHP/CRHR under Criterion A/1.

Research conducted for this evaluation did not find evidence that suggests any individuals historically associated with this property have made significant historical contributions. Review of available occupancy data, historical newspapers, and archival research did not identify any past owners or employees of the businesses that occupied the building historically, such as furniture and carpet business employees owners. Although several businesses occupied the building for multiple years, with Carpeteria using the building as one of its regional locations for almost two decades, research did not evidence that suggests the labor conducted within the building was of significance to Mountain View's commercial history, or that any individuals who worked

within the building made significant contributions to history. Therefore, 903 Castro Street is recommended ineligible for listing in the NRHP/CRHR under Criterion B/2.

903 Castro Street does not appear to be individually significant as a property that embodies the distinctive characteristics of a type, period, method of construction, for possessing high art values, or for representing an important work of a master. The building was constructed in 1955-1956 and features a rectangular footprint composed of front and rear one-story sections, generally unadorned and minimally fenestrated north, east, and south façades, contrasting the primary façade that featured abundant storefront glazing, stone veneer along bulkheads and columns, and a pilon element at the northwest corner. The building features several elements of Commercial Modern architecture, including its metal-frame storefront glazing, stone veneer, canopy, pilon, and flat roof. Several alterations, including modification of the pilon element and replacement entrance and sidelights at the northwest corner and secondary entrance at the south end of the façade occurred as the building's occupancy changed. Although much of the building's original design is intact, research did not find that this building's design was considered an important or noteworthy example of Modernism or a commercial typology in Mountain View, relative to other buildings of similar period and style that were constructed in the city during the post-war period. Review of city building records, online repositories, and historical newspapers failed to identify a builder or contractor, or architect or other design professionals associated with the building's origination. Thus, the building has not been identified as the work of a master. Although the building's primary façade features elements of Commercial Modern architecture, the building does not express Commercial Modern architecture in an individually distinctive way. The building does not express the aesthetic ideal of a style or art form and, therefore, does not appear to be significant for possessing high art values. Therefore, 881 Castro Street is recommended ineligible for listing in the NRHP/CRHR under Criterion C/3.

Finally, the built environment of the subject property is not likely to yield valuable information which will contribute to our understanding of human history because the property is not and never was the principal source of information pertaining to significant events, people, architectural style, or industrial-commercial buildings constructed in the mid-twentieth century. Therefore, the property is recommended ineligible for listing under NRHP/CRHR Criterion D/4.

Mountain View Register of Historic Resources

Criteria for the designation of buildings, structures, sites, or other improvements to the Mountain View Register of Historic Resources are specified in the City of Mountain View's Historic Preservation Ordinance:

> SEC. 36.54.65. - Designation criteria
> A building, structure, site or other improvement may be designated as a historic resource and placed on the Mountain View Register of Historic Resources if the city council finds that it meets one or more of the following criteria:
> a. Is strongly identified with a person who, or an organization which, significantly contributed to the culture, history or development of the City of Mountain View;
> b. Is the site of a significant historic event in the city's past;
> c. Embodies distinctive characteristics significant to the city in terms of a type, period, region or method of construction or representative of the work of a master or possession of high artistic value; or
> d. Has yielded, or may be likely to yield, information important to the city's prehistory or history.
> (Ord. No. 18.13, § 1, 12/10/13.) (City of Mountain View 2022, 2024a)

Under local criterion (a), which is similar to NRHP/CRHR Criterion B/2, 903 Castro Street is recommended ineligible, as the property has not been identified in association with any individuals who significantly contributed to the culture, history, or development of Mountain View.

Under local criterion (b), which is similar to NRHP/CRHR Criterion B/2, 903 Castro Street is recommended ineligible, as the property does not appear individually significant within the patterns of early twentieth century commerce, or development, or post-World War II expansion and commercial development in Mountain View.

Under local criterion (c), which is similar to NRHP/CRHR Criterion C/3, 903 Castro Street is recommended ineligible, as the property lacks individual architectural significance and is not representative of the work of design professional considered a master; nor does the property possess high artistic values.

Under local criterion (d), which is similar to NRHP/CRHR Criterion D/4, 903 Castro Street is recommended ineligible as the property is not and never was the principal source of information pertaining to significant events, people, architectural style, or commercial buildings constructed in the mid-1950s.

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